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DEPARTMENT OF THE NAVY  
USS ENTERPRISE CVN-65  
FLEET POST OFFICE  
SAN FRANCISCO, 96366-2810

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5750  
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16 Nov 88

From: Commanding Officer, USS ENTERPRISE (CVN-65)  
To: Director of Naval History (OP-09BH),  
Washington Navy Yard, Washington D.C. 20374-0571

Subj: 1987 COMMAND HISTORY (U)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) USS ENTERPRISE 1987 Command History  
(2) ENTERPRISENOTE 1301 of Aug 87  
(3) ENTERPRISE NOTICE 5062 and Program for 21 August 1987  
COMNAVAIRPAC Change of Command  
(4) Sample 1987 USS ENTERPRISE Air Plans and Green Sheets  
(5) Selected ENTERPRISE "Shuttle" newspaper articles  
(6) Selected ENTERPRISE Notice 1500 and 5050's for Operational  
At-Sea Periods and Distinguished Visitor Embarkations  
(7) Selected USS ENTERPRISE Photographs of Key Events; Operations;  
and Visitors  
(8) Biography and photo of USS ENTERPRISE Commanding Officer,  
Captain Robert J. Spane, USN  
(9) ENTERPRISE Welcome Aboard folder — *did not receive*

1. (U) In accordance with reference (a), enclosures (1) through (9) are forwarded.

H. T. Rittenour

Copy to: (w/o enclosures 2 through 9)  
Director of Naval Historical Center (Ship's Histories Branch/Attn:  
Mr. Ray Mann)  
CINCPACFLT  
COMNAVAIRPAC (Code 012)

DECLASSIFIED BY: CNO (N09N2)  
OPNAVINST 5513.16 SERIES  
DATE: Oct 2000

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USS ENTERPRISE  
(CVN-65)  
1987 COMMAND HISTORY  
ENCL (1)

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USS ENTERPRISE CVN-65 COMMAND HISTORY 1987

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II. CHRONOLOGY - 1987(U)

1987 was a most noteworthy year for USS ENTERPRISE. As the 22 Sept 86-01 March 87 Ship's Restricted Availability (SRA) period ended and the January 5th 1988 deployment approached, ENTERPRISE embarked on a lengthy ten month work-up cycle and pre-deployment standdown period. An in-depth series of specialized inspections and exercises were interspersed by a number of own CVW-11 airwing and Fleet Replacement Squadron (FRS) at-sea flying and Carrier Qualification (CQ) periods. Meanwhile, scores of Distinguished Visitors (DV's) visited ENTERPRISE on practically every opportunity to see first hand how the "Carrier with Class" gained its front running reputation. The year's operational highlight was undoubtedly that of the November excursion into the Gulf of Alaska and Aleutian operating areas for NORPAC-87, where multi-faceted naval operations were conducted by the entire battle group in an opposed environment under less than optimum climactic operating conditions. As ENTERPRISE approached the new year and its ensuing 1988 Western Pacific/Indian Ocean deployment, the ship reached peak combat readiness in anticipation of events and faraway places to come. Bolstered by high crew morale and an outstanding performance record during work-ups, the "Big E" enjoyed a final holiday season respite before sailing west.

Commanding Officer for the entire year was Captain Robert J. (Rocky) Spane. Commander Michael W. Samuels relieved Commander Harry T. Rittenour as Executive Officer in January 1987. Embarked staffs included COMCARGRU THREE and COMCRUDESGRU THREE under RADM E.W. Clepton and RADM R.G. Zeller, respectively. COMCRUDESGRU THREE embarked for the bulk of ENTERPRISE's work-up cycle and would

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ultimately sail on her for the 1988 deployment. Embarked airwings included CVW-10, for its only at-sea period before being disestablished, and CVW-11 under Captain "Bullet" Bob Canepa. CVW-11 would embark for the 1988 deployment.

DATE(S)	EVENT/COMMENT
01JAN87 - 01MAR87	SRA period (COMPLETED).
22 JAN 87	Towed transfer (unpowered) Hunters Pt. Naval Shipyard to Pier 3 NAS ALAMEDA.
02-09 MAR 87	Post-SRA Sea Trials.
10-19 MAR 87	In-port Alameda.
20-25 MAR 87	At-Sea ((ISE and CVW-11(Carrier Quals(CQ)) Objectives: - To Test and certify new equipment and correct discrepancies discovered during initial sea trials. - Ensure ship is ready to safely conduct underway ops. - Prepare crew and equipment for refresher training. - Provide refresher CQ to aircrews. - Certify ACLS systems.
25-26 MAR 87	Port Visit - San Diego/North Island.
27-31 MAR 87	At-Sea ((Fleet Replacement Squadron(FRS) CQ SOCAL oparea and ISE drills and exercises)).
01-02 APR 87	Training Readiness Evaluation (TRE) In-port San

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Diego by Fleet Training Group (FTG) Pacific.  
ENTERPRISE given overall grade of "Excellent"

with NO Restrictive / 01 Safety / 07 Major / 33

Minor discrepancies.

03-05 APR 87

At-Sea (CVW-11 embarked) flight ops conducted  
WASEX vic SOCAL /San Clemente complex and  
overland Calif.

06-22 APR 87

In-port Alameda ((REFRESHER Training (REFTRA)  
preparations pierside)).

22 APR 87

Sail from Alameda enroute REFTRA.

23-30 APR 87

REFTRA with COMCARGRU THREE (RADM Clextan) and  
FTG San Diego reps embarked. Series of  
training periods, drills, and exams end with  
training assessment 29/30 April and mock war  
scenario (Blue-Orange simulated conflict).  
Several outstanding scores received.

01-04 MAY 87

At-Sea ops-SOCAL.

04-07 MAY 87

Port Visit-San Diego/North Island.

07-12 MAY 87

At-Sea ops (FRS CQ incl F-14; F-18; A-6; EA-6B;  
S-3; E-2 acft).

13MAY87-05JUL87

In-port Alameda (upkeep; training; Annual  
Command ADMAT and 3M inspections)

- 18-20 MAY: Annual Command ADMAT conducted by  
COMCARGRU THREE, augmented by 22 COMNAVAIRPAC  
inspectors. Multiple areas reviewed incl:  
Safety; Ops; Engineering; Medical/Dental;  
Chaplain; Intelligence; Drug-Alcohol programs;  
Admin; etc. Preceded by All-hand personnel  
inspection

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- 19-22 MAY: Annual 3M inspection conducted by COMNAVAIRPAC team (separate from ADMAT inspection).

06-12 JUL 87

At-Sea ops (ammo onload fm USS KISKA; FRS CQ for F-14; F-18; A-7; A-6; E-2; S-3; C-2; etc. acft; JP-5 unrep fm USS KAWISHIWI, etc.) (Note - 90,000th cat shot conducted from NBR-1 cat on 10 July 87). Note: period marks initial use of Joint Operational Tactical System (JOTS) in ENTERPRISE.

13 JUL 87  
(Lay day)

In-port San Diego (COMCRUDESGRU THREE; CVW-11; COMDESRON 23 staff cargo and personnel onloads).

13-23 JUL 87

At-Sea ops

- 14-19 July: Tech Assist Visit (TAV) and Pre-Mine Readiness Inspection (MRCI) by COMINWARINSGRU Charleston reps. Evaluated CVN-65/CVW-11 for contingency mine planning, preps, loading, delivery (i.e. overall ability to conduct minewarfare).
- 14-23 July: COMPTUEX 87-3 conducted in three 3-day phases ranging from single ship through coordinated CVBG and scenario ops. Long range ASW/ASUW/WASEX VS. hulk/AAW/ and Minex included.
- 21 July: Brief joint steaming ops with Japanese Self Defense Force (JMSDF) ships HATAKAZE (DD 171); SHIRANE (DD 143); HATSUYUKI (DD 122) in SOCAL oparea.

23-24 JUL 87

In-port San Diego/North Island (onload CVW-10).

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24-29 JUL 87

At-Sea (transit and flight ops enroute port visit Seattle, Wash.)

- incl initial flight ops by CVW-10 (CAG Paco Campbell with SSC/CQ conducted).
- LTJG Mason/VFA-161 makes 254,000 ENTERPRISE landing 25 July 87; P.O. Baily awarded "Best yellow shirt in the Navy."

29JUL87 - 03AUG87

Port visit Seattle, Wash. (Seattle Sea Fair)

- Circa 90,000 public visitors and multiple area VIP's aboard ENTERPRISE.

04-06 AUG 87

At-Sea (transit Seattle to Alameda).

07-17 AUG 87

In-port Alameda.

18-19 AUG 87

At-Sea (Tiger Cruise transit Alameda to San Diego/North Island).

- Circa 400 dependent/related male Tigers embarked
- COMCRUDESGRU THREE offload conducted upon arrival San Diego.

20-22 AUG 87

In-port San Diego (ENTERPRISE hosts COMNAVAIRPAC Change of Command).

- rehearsal 20 AUG; VADM J.H. Fetterman relieves VADM James R. Service 21 Aug. ADM W.J. CROWE (CJCS) is featured guest speaker. ADM Lyons (CINCPACFLT) also in attendance. Gray Eagle position relinquished by VADM Service.

22AUG87-02SEP87

At-Sea (FRS CQ incl TA-4's from CNATC/USS LEXINGTON and various West Coast squadrons).

02-09 SEP 87

In-port Alameda.

09-24 SEP 87

At-Sea (COMPTUEX 87-4; ATA; Readix 87-4A)

- 8-15 Sept: COMPTUEX 87-4 conducted, incl CQ;

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MRCI minewarfare inspection; SSC; Kernel Blitz  
Amphibex vic Camp Pendleton; reccex; strikex vic  
Chocolate Mt; simulated Orange forces.

- 15-18 Sept: Advanced Tactical Assessment (ATA),  
incl 15 Sept ATA observers arrival at-sea; Blue  
vs. Orange Scenario play (AAWEX/SSC and WASEX  
vs. simulated Orange forces).
- 19 Sept: No engagement scenario break between  
ATA and READIEX 87-4.
- 20-23 Sept: READIEX 87-4A vic San Clemente Isl.  
incl Orange vs. Blue scenario with 24hr AAW;  
Harpoon Wasex vs. septar; live HARM shot; and  
extended ASW.

24SEP87 - 25OCT87 In-port Alameda (upkeep/POM/Pre-Deployment  
Combat Systems Review (PCSR).

- All departments and all equipment reviewed in  
detail prior to scheduled deployment.
- 22 Oct: Pre-deployment dependents dinner and  
briefs.

25OCT87 - 24NOV87 At-sea NORPAC ops (SOCAL CVW-11 CQ; transit  
enroute NORPAC/Aleutians; NORPAC ops; Return  
transit enroute Alameda).

NOTE: Three phases of NORPAC Ops:

- I: 01-07 NOV - Transit to Gulf of Alaska
- II: 08-10 NOV - Modloc Gulf of Alaska
- III: 11-13 NOV - Opposed transit to Adak/Sitkin Sound oparea
- IV: 13-17 NOV - Haven ops Sitkin Sound
- V: 18-24 NOV - return transit to Alameda

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The highlight of the November Norpac exercise was operating in the all weather environment in the bounded sea haven offered by Sitkin Sound. The sound consists of a haven approximately 10 by 15 nm, bounded on three sides by mountainous terrain varying in height from 2000 to over 5000 ft msl. Normal carrier approach procedures contained in Natops were not designed for this. Accordingly, the ENTERPRISE CATCC team developed special departure and recovery procedures designed to provide terrain clearance and easily understood procedures for all weather operations. The extremely changeable weather of the Adak area provided ample opportunity for the CVN/airwing team to put these procedures to the test. In the final analysis, 100% of all operational requirements were met with no compromise to safety.

25 OCT 87	CVW-11 CQ and fly-aboard
26- 27 OCT 87	CQ continues
26OCT87-07NOV87	at-sea Operational Reactor Safety Exam (ORSE) and drills.
28-31 OCT 87	Flight ops - Socal
28 OCT 87	Pre-Deployment Combat Systems Review (PCSR) ends with excellent results reported.
01 NOV 87	commence northbound transit from SOCAL enroute NORPAC unrep/safety standdown.
02 NOV 87	P02 Marble (Air Dept) accidentally killed on a flight deck by E-2 Hawkeye propeller vic San Francisco.
03-08 NOV 87	Cont transit enroute Gulf of Alaska. Reach farthest point North in NORPAC Ops on 08 NOV (58n-148w). Flight ops conducted during transit,

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incl strikes and TARPS runs vic Comox, B.C.; F **DECLASSIFIED**  
14 DACT vs F-15's; E-3 AWACS play and strikes to  
Eielson range bombing mock-up afd 300nm inland;  
ASW seaward vs USS Tunny. Alaska ex-governor  
and state senator embarked as DV guests.

09-10 NOV 87

Gulf of Alaska modloc (vic 58N/148W) ops  
continue. Follow-on strike vs. Eielson complex;  
AAW vs. B-52's; DACT vs. F-15's; and mini-Wasex  
vs. USS CORONADO (COMTHIRDFLT embarked)  
conducted while enroute CVN-65 modloc from  
Juneau. DV's visit, incl Dep. CINC Northern  
Command; Governor of Alaska (Steve Cowper);  
COMTHIRDFLT (VADM Hernandez); Alaska State  
Senator and Majority leader (Rock Halford).

11-17 NOV 87

Central Aleutian area CVBG operations, incl S-3  
acft Minex; Wasex and Hulkex; strikes vs.  
simulated military installations; SST; CAP and  
AEW; ASW vs. simulated Orange sub (USS Olympia);  
and extensive flight ops in Sitkin Sound  
"Haven" vic Adak Naval Air Station. Live  
intercepts conducted on multiple occasions by  
CVW-11 F-14's/EA-6B's vs. Soviet TU-95D Bear and  
TU-16 Badger reconnaissance acft (13, 15, 16, 17  
Nov). Soviet surface surveillance conducted  
throughout Sitkin Sound Haven ops by Balzam AGI  
SSV-080. CW04 Brashear lost at sea 14 NOV.  
VADM Hernandez (COMTHIRDFLT) holds press

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conference onboard Enterprise 16 Nov to outline purpose of NORPAC Ops.

18 NOV 87

CVBG commences southeasterly transit enroute CONUS.

19-24 NOV 87

Continue direct transit enroute Alameda, arriving home port 24 Nov 87. Standard ships drills/training conducted enroute. No further Soviet surface or air surveillance conducted. CVW-11 fly-off 23 Nov.

24NOV87-31DEC87

In-port Alameda for upkeep and second Pre-Deployment Operational Maintenance (POM) and Christmas standdown.

07 DEC 87

Annual all hands Christmans Party (Hyatt Regency Hotel - Oakland).

10 DEC 87

Second Dependents' Pre-Deployment dinner onboard ENTERPRISE.

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Deployed vs. At-Sea Optempo table for CY-87. NWP-7 defines one Optempo day as "one in which one ship is underway on its own power for three hours or more." References to in-port or at-sea in the foregoing chronological events listing are based on the subjective judgement of the Command Historian with regard to the dominant theme for that particular day. The Optempo table below, however, should be used for referencing actual day figure calculations.

	INPORT	OPTEMPO
JAN 87	31	0
FEB	28	0
MAR	12	19
APR	15	15
MAY	20	11
JUN	30	0
JUL	7	24
AUG	18	13
SEP	12	18
OCT	24	7
NOV	7	24
DEC	31	0
	<u>234</u>	<u>131</u>

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OPERATIONS Department

Strike Operations Function

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ENTERPRISE started 1987 in a Selected Restricted Availability (SRA) period at Hunters Point, Ca., which continued through 27 Feb. Strike Ops organized and supervised an efficient and cost effective cross-bay transportation system utilizing ferries, buses, and vans serving three thousand crewmembers daily. Strike Operations, as "Readiness Czar", established a turnaround training plan geared to drive the ship to M-1 status by 1 May.

Key Ops - Related events:

27 FEB - Fast Cruise.

28 FEB to - UPK Alameda.  
02 MAR

02-09 MAR - Enterprise U/W for sea trials. Flight Deck and ACLS Certification. CVW-11 C/Q.

09-20 MAR - UPK Alameda.

20-25 MAR - Independent Steaming to SOCAL. ACLS Certification. CVW-11 C/Q.

25-27 MAR - PVST San Diego.

27-31 MAR - FRS C/Q for VS-21, VFA-125, VF-124, VAW-110, VA-122, VA-128, VAQ-129, VX-4, VRC-30, VQ-1, VAW-88, AND VS-35 in SOCAL.

01-03 APR - PVST San Diego.

03-05 APR - MINEX practice SOCAL.

05-22 APR - UPK Alameda.

22-30 APR - U/W for REFTRA. Training satisfactorily completed in all evaluated areas. Grades of "Outstanding" received in seven areas. A particularly noteworthy inspector comment: "ENTERPRISE Officers, Chief Petty Officers, and Sailors are true professionals in the finest sense of the word and represent all that is great about our CV Battle Groups. ENTERPRISE established a superb carrier Training Standard and is designated an FTG STAR

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Performer."

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- 01-03 MAY - CVW-11 live ORD drops, SEPTAR shoots, MINEX and NOREX practice.
- 04-06 MAY - PVST San Diego.
- 06-12 MAY - FRS C/Q in SOCAL for VF-124, VX-4, VA-128, VA-122, VFA-125, VS-41, VAQ-129, VAW-110, AND VRC-30.
- 12 MAY to - UPK Alameda. BFIT 87-3 conducted at TACTRAGRUPAC San Diego  
06 JUL 15-18 June.
- 06-13 JUL - Ammo onload from USS Kiska 6-7 Jul. FRS C/Q in SOCAL.
- 13 JUL - INPT San Diego.
- 14-23 JUL - CVW-11 C/Q 14-15. COMPTUEX 87-3:  
Phase I 14-17 Jul.  
Basic & Intermediate single-ship exercises. Sinkex (WASEX)  
vs DD hulk in PMTC.  
Phase II 17-20 Jul.  
Coordinated BG exercises. ASW Group Search.  
Phase III 20-23 Jul.  
Scenario Exercises: Long Range ASW. Long Range ASUW.  
Chainsaw conducted in conjunction with ASMD exercise was  
highlight. Pre-NOREX & NOREX planned, briefed and conducted  
by ENTERPRISE/CVW-11. Successful TAV MINEX.
- 24 JUL - PVST San Diego.
- 24-29 JUL - "Behavior Criterion 87-20" exercises. Transit to Seattle.  
CVW-10 C/Q and transit flight operations.
- 29 JUL - PVST Seattle. Heavy PR for Navy during Seattle Seafair.  
02 AUG Huge crowds visited ship. Luncheon for area VIP's on board.
- 03-06 AUG - Transit to Alameda.
- 06-18 AUG - UPK Alameda.
- 18-19 AUG - Tiger Cruise to San Diego. CVW-10 provided Air Demo.
- 19-22 AUG - PVST San Diego for AIRPAC COC on 21 Aug.
- 22 AUG - FRS/Tracom C/Q. Conducted NATO SEA SPARROW missile shoot.

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02 SEP NSSM shoot evaluated a kill. C/Q including TRACOM.

02-09 SEP - UPK Alameda.

09-24 SEP - COMPTUEX 87-4/ATA/Readiex 87-4 at-sea.

COMPTUEX 87-4 (9-18 Sep). Asw operations with two support submarines. Bombing strikes to SOCAL targets. Successful completion of Minex B Technical Assist Visit.

ATA (16-18 Sep). Portions of this inspection started in the COMPTUEX portion of the at-sea period. Highlights included successful completion of: EWTPI, ASW EXTENDEX, MRCI and NOREX evolutions.

READIEX 87-4A (18-24 Sep). Highlights included: 72 hour flight operations; 48 hour 300 NM Chainsaw operations against FEWSG raids; Harm and Harpoon shots in PMTC operation area on mobile instrumented targets; Long Range Strike (850NM) supported by organic tanking; and working interaction with USAF AWACS aircraft.

24 SEP to - POM #1 Alameda.

25 OCT

25 OCT - NORPAC.

24 NOV Preparatory Phase (25-31 Oct). This phase included the following operations in SOCAL: Airwing C/Q; PMTC patrol boat WASEX; Long Range Strikes; ASMD exercises; and Chokepoint transit.

Phase I (01-17 Nov). Transit to Gulf of Alaska. Exercises included: Long Rang ASW; Tanked Chainsaw; Long Range SST against orange targets; Spidernet/Slyfox exercises; MARPAC interoperability; and numerous strikes on targets in Fallon, Washington and Canada.

Phase II (08-10 Nov). Opposed transit to Adak. Over-the-

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shoulder AAW against FEWSG/USAF Orange air; Aleutian Island strikes; Soviet long range recce flights; chainsaw against Soviet flights; Long Range Minex; Chokepoint transit; continuous OPDEC operations; Long Range ASW against two support submarines.

Phase IV (13-16 Nov). Haven Ops Evaluation and FIREX. FIREX included both SAM and AAM. Harpoonex cancelled due to close proximity of Soviet AGI. HS-6 Torpex cancelled for weather. Bounded sea terrain masking evaluation. Orange submarine prosecution conducted.

Phase V (17-24 Nov). Return transit to Alameda; Soviet Bear intercepts and overflights; Long range ASW on real world submarine.

24 NOV ~ UPK Alameda.  
05 DEC

05-31 DEC ~ POM #2 Alameda.

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OPS Division (OPS)

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April 1987: Installed Joint Operational Tactical Systems (JOTS) in conjunction with Naval Ocean Systems Center (NOSC), San Diego.

May: SNAP B+ upgrade installed including the installation of 20 TT-791A video display terminals, 12 RO-553A line printers and 3 RO-576A line printers.

AN/SYK-1 replaced with AN/SYK-1A in analysis.

June: Installed Tactical Aircraft Mission Planning System (TAMPS) in conjunction with McDonnell-Douglas Corp. reps.

July: SRN-25 system installed for Battlegroup satellite navigation.

October: SB-3266 Link Switchboard replaced with SB-4176 Link Switchboard.

December: Installed Shipboard Multipurpose Analysis and Reduction Tool (SMART).

Shipboard Gridlock System/Auto Correlation (SGS/AC) installed.

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Weather Function (OPS)

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May: The Tactical Environmental Support System (TESS) was installed between 14 and 18 May. The TESS unit has significantly enhanced the division's capability to provide rapid responses to meteorological and oceanographic requirements.

July: NAVOCEANO personnel provided training in the use of TESS from 1 to 2 July.

October: STG1 Bolton from NOCD Whidbey Island, WA augmented OA Division personnel for NORPAC, providing valuable crosstraining for both AGs and the STG.

Mr. K. Anderson, from Naval Ocean Systems Center, San Diego, CA delivered an M-80 Refractometer Data Reader adding the Capability to obtain upper air data from E-2C sensors.

December: During the period 29 to 31 December, AGC Schaar from NAVOCEANCOMFAC Bay St Louis, MS installed the Mini-Rawinsonde (MRS) system and provided operator training. A NAESU representative from NAVOCEANCOMDET San Diego, CA provided maintenance training. The MRS will eventually replace the aging AN/SMQ-1 Upper Air Sounding System. The new system is more compact, cheaper to operate, and obtains data from higher altitudes in less time.

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CSF Division (OPS)

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January 1987: ENTERPRISE continues SRA at Hunters Point Naval Shipyard.

February: ENTERPRISE returned to NAS Alameda and continues SRA.

March: CIWS certification completed, a total of 23 Pac fires were accomplished for all CIWS mounts during the month. NSSMS was brought out of IEM and multi-target tracking exercises were completed to train all NSSMS operators.

April: The Training Readiness Evaluation, which CSF completed with outstanding results, was a precursor to REFTRA. During REFTRA, CSF accomplished the following NSSMS multi-target exercise: CNAP 1 and 2 AAW, Z-2 thru Z-4-GM, Z-6 and Z-7-GM and Z-41-GM. The Z-42-GM, live missile engagement, was unsuccessful due to a launcher casualty. CIWS also completed a number of live target tracking exercises with excellent results. This included a Z-15-AA for Mt 22 and Mt 24. During this exercise, Mt 22 completely destroyed the tow target, expending 270 rounds. 3 Pac Fires were also accomplished during the month.

May: Completed the CNAP 3M Inspection with satisfactory results.

June: ENTERPRISE was pier side for the month.

July: CIWS and NSSMS completed a number of exercises to sharpen their operational skills during this month. These exercises included: Z-2, 3 and 10-GM as well as a CNAP 1-AAW. CIWS also accomplished 17 Pac Fires for the month.

August: WASEX provided tracking exercises for all NSSMS personnel. CIWS completed 21 Pac Fires for the month.

September: CIWS completed 23 Pac Fires for the month. Starboard NATO Seasparrow successfully completed a live missile firing exercise (Z-42-GM). The missile closed the BQM-74C Drone to within 3 feet, judged a kill by Flt

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Tac Corona. Ensign Timothy Maguire relieved Lt Cliff Shultz as Fire Control Officer.

October-November: Conducted Pre-deployment Combat Systems Review with 5 major and 7 minor discrepancies. ENTERPRISE on operation NORPAC, various WASEX and AAWEX provided valuable training to both NSSMS and CIWS operators. CIWS conducted 18 Pac Fires for the month.

December: Conducted shipboard training and alignment verification.

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CSR-Division (OPS)

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January: Completed DSRA.

February: Replaced AN/SPS-49 antenna reflector.

March: TACAN recertification; ACLS recertification

April: Completed TRE and REFTRA.

May: Completed TYCOM ADMAT and 3-M inspections.

July: Installed AN/SRN-25 Global Positioning System.

August: SINS recertification.

October: Completed PCSR with no major discrepancies. Installed field changes 16 and 17 to AN/SPS-48C radar.

December: Class 'C' overhaul to MK3 MOD7 SINS completed by Sperry/Unisys Co.

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CSC Division (OPS)

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January: Completion of NAVMACS V5 system.  
Completion of UHF growth - installed 31 AN/WSC-3 LOS transceivers  
Completion of ship's force overhaul of HF transmitters, HF receivers, antenna couplers, AN/WSC-3 SATCOM transceivers, SATCOM antennas and ancillary equipment.  
Overhaul of all cryptographic equipment.

February: Successful verification of the NACMACS V5 system and UHF growth.  
Installation of 10 TSEC/KWR-46 cryptographic equipment.

March: While underway, experienced transmit and receive problems on the AN/WSC-3 LOS transceivers. During normal operation, the carrier would drop off, re-keying would correct the problem. Transbay, the original contractor, returned to repair several connectors that were found to be incorrectly assembled. System operational check was satisfactory however, when underway the problems persisted.

April: Received tech assist from NAVELEX, BENDIX, CAFSU, SUPSHIP SF. A complete verification of wiring diagrams and continuity checks was performed. The wiring checks were satisfactory, only minor changes were done. The problem seemed to be created by high VSWR. The antenna was replaced and the VSWR lowered to within standards, still the carrier would drop off. Additional bonding straps were installed, terminal lugs re-done and symptoms continued. NAVELEX tech assist found 2 of 4 filters to be bad and the cable harness from the coupler to the chasis.

May: SUPSHIP contracted Transbay to overhaul OA-9123 antenna coupler.  
Installation of sixth AN/WSC-3 SATCOM transceiver for receive only for the OTCIXS NET.  
With technical assistance from Harris Corporation, replaced the starboard AN/SMQ-10 antenna control cable harness.

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June: LSO antennal coupler returned. System operational inport.

July: LSO AN/WSC-3 transceivers continued to experience problems while underway.

August: Inport Seattle tech assist provided by Puget Sound Naval Ship Yard and NAVELEX St. Inigoes, MD. NAVELEX techs corrected problems in the CATCC to LSO platform system. The techs from PSNSY removed excess cabling and wiring to the AN/WSC-3's and the OA-9123 antenna coupler. Original problem was corrected and bad filters were again found in the antenna coupler. The coupler problem was easily bypassed. PSNSY recommended replacement of OA-9123.

September: Replaced OA-9123 for LSO transceivers.

October: PCSR conducted with no major discrepancies noted.

November: replaced AN/URC-93 UHF transceiver after discovery of other onboard faults beyond ship's force capability to repair.

December: Major degradation of satellite broadcast capabilities due to the extreme age and associated wear and tear of the AN/UCC-1D teleconverter. CASREP submitted for replacement unit. Installation of field change one to two AN/URT-23B HF transmitters, limited range intercept modification.

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CST Division (OPS)

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July: Installed automated radio entertainment system into the ship's studio.

November: Flush and groom of the SINS chilled water system.

August-December: Installed various JOTS display stations including Captain's monitor and the Electrohome overhead projector in TFCC.

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CDC Function (OPS)

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January-February: CDC Modules participate in team trainers and acoustic refresher training to prepare for the workups and upcoming deployment.

March: ENTERPRISE, led by EW Module, test fires first carrier-mounted Super Rapid Blooming Offboard Chaff (SRBOC) during initial underway period.

Another major equipment upgrade, the WLR-1 ESM suite installed in SRA 86 receives its first workout. FTG and TRE evaluations prove CDC to be superior with excellent training programs installed.

April: Combat demonstrates readiness in damage control. Although primarily a DC evolution, all modules are examined in basic procedures. The Combat Team proves equal to the task, with EW observed as "one of top two carrier EW Modules and ASW modules directing 28 hours of submarine contact time through the embarked ASW squadrons: VS-21 and HS-6.

May: ADMAT. The Combat Team scores overall outstanding. ASW leads the way, receiving no discrepancies.

June: The Joint Operational Tactical System (JOTS) is installed on ENTERPRISE with terminals in EW and D and D. It provides an interface to NTDS, the embarked staffs and other ships. Combat is tasked to man the D and D terminal as Surface Force Track Coordinator (FG).

July: COMPTUEX 87-3. Scenarios of air, surface and submarine threats. Allied ships and P-3's from Japan are integrated into the battle group. US and JMSDF ships, HSL, HS, VS, VP and JSMDF VP coordinate to prosecute a US submarine. An opposing SAG from other battle groups attempts to target BG "F", while shore based aircraft test CVW-11.

August: The Modules continue individual training. Tiger Cruise mid-month provides welcome relief during workups and lets many combat Tigers see what their dads, brothers and sons do for a living.

September: Highlighted by Advanced Training Assessment (ATA). Combat

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receives accolades from the observers: EW scores 95%, coordination with newly-embarked Destroyer Squadron Nine was graded outstanding.

October: The addition of the AN/SPS-48C Detection Data Converter (DDC) has made ENTERPRISE's AN/SPS-48C second only to the AEGIS system. Upkeep and preparation are conducted for cold weather expected during operations in the Aleutian Islands during NORPAC 87.

November: ENTERPRISE heads north to high sea states, low visibility, bitter cold weather and around-the-clock flying. Enroute, ASW provides key support in planning and executing a long range ASW mission in excess of 850 NM against a US SUB transiting toward the exercise. Surface gets a workout by 10 hours of radar navigation through narrow straits and operating in the extremely restricted Adak/Sitkin Sound. EW gets real world ESM as Soviet reconnaissance aircraft try to intercept the Battle Group, but are turned away at 220 NM by alert CVW-11 aircraft. ASW and Surface are designated "Local" ASW and ASUW commanders by CDS-9.

December: ASW performs a last-minute installation of an AN/ASN123 TACNAV data transfer unit complete with radio and encryption. Although temporary, the new unit will allow "ENTERPRISE Xray" to pass secure tactical updates to HS and HSL helos operating nearby.

Summary: Team Combat functioned as Alternate Air Warfare Commander (FC), Alternate Force Track Coordinator (FK), FG, ENTERPRISE XRAY and SIERRA in addition to hosting FB, FX, FS and FE. As the year progressed, function personnel continued to train with a goal of Excellence through Teamwork, both internally and with CCDG-3, CDS-9, CVW-11 and Battle Group Foxtrot.

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CARRIER INTELLIGENCE CENTER (CVIC) Function (OPS)

Highlights of the year 1987 for USS ENTERPRISE CVIC (OS/OP/OZ Divisions) included completion of SRA work, installation of new equipment, preparations for numerous complex exercises and inspections, and training for the upcoming 1988 deployment.

Most significant equipment installed included: Tactical Mission Planning System (TAMPS); Mission Display System (MDS); Joint Operational Tactical System (JOTS); Cryptologic Combat Support Console (CCSC); Fleet Imagery Support Terminal (FIST); Tactical Receive Equipment (TRE); and several dedicated secure comms systems. In addition, various upgrades in software functions were received for such equipment as the Prototype Ocean Surveillance Terminal (POST). Overall, all divisions concentrated on training to use these complex and often interacting pieces of equipment and systems in a full-scenario operating environment. By the time NORPAC-87 operations were concluded in the North Pacific/Gulf of Alaska during the November timeframe, all hands were fully cognizant of their respective areas of responsibility and how best to meet the various challenges associated with them. Major strides in intelligence coordination were made involving the CVN-65/CVW-11 team during the course of work-ups through and including NORPAC-87 operations. Headlining these achievements were improvements in TARPS-Ship's MSI cooperation and photo analysis and reporting; contact reporting; Airwing photographic expertise and photo processing; Indications and Warning support from SSES and SUPPLOT; Mission Planning support; and hardcopy classified library management. In sum, the Carrier Intelligence Center, as reflected in the composite CVIC/SSES/Photo and Airwing intelligence work group, grew in talent, significantly expanding its capacities and capabilities as the year progressed. This cohesive and operationally ready team of officer, CPO's, and enlisted IS/DP/PH/DM/CT's

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had passed many grueling tests in its efforts to prepare for the challenges awaiting it in the Western Pacific/Indian Ocean.

Intelligence Officer for the entire year was CDR T.A. Weik; Assistant Intelligence Officer was LCDR T.B. Holmes; Leading Intel Specialist CPO was ISCS John Shoberg; Leading SSES CPO turned over with CTOCS Campbell relieving CTOC Potts; Division Officers included LTJG Shea/LTJG Scott (OZ), CW02 Hosking (OP), and LCDR Norwood relieving LCDR MacDougall in SSES (OS).

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TRAINING Department

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The year 1987 was totally dedicated in coordinating and executing all off-ship travel and training in preparation for the upcoming deployment for WESTPAC 88. The Advancement data base was totally implemented, helping the Personnel Office tracking inter-departmental personnel; entering advancement requirements and other information pertaining to each crewmember.

Military Leadership and Navy-wide advancement exams were given, numerous frocking and advancement ceremonies were conducted. Comprehensive and independent training programs were originated and executed for Naval Academy and NROTC midshipmen as well as other selected reservists who were not able to be accommodated by their host ships. In excess of 2,000 off-ship quotas were obtained. Training was arranged for over 2,300 personnel in Damage Control, Shipboard Firefighting, Aircraft Firefighting and Advanced Firefighting, to name a few. In the whole year, over 100 requests were submitted for Class "A" and "C" schools. Over 70 personnel were sent on "HARP" (Hometown Area Recruiting Program). The Advancement Division continued their effort of providing equal and fair advancement opportunities for ENTERPRISE crewmembers, effecting the promotion of over 800 personnel selected for advancements. More than 1,200 personnel participated in the Navy-wide exams and over 1,600 personnel participated in the Military Leadership exams. The Career Counselor Division completed 1987 with a superb record, highlighted by 25 reenlistments held on the Fourth of July. Two hundred fifty-two ENTERPRISE crewmen were reenlisted during calendar year 1987, for an annual net Retention Rate of 38 percent.

Special Services Division of the Training Department conducted a dynamic and well-rounded recreation program, that served the wants and needs of ENTERPRISE crewmembers throughout 1987. Having recently renovated

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at Hunter's Point Shipyard, Special Services immediately began to arrange for entertainment for the ENTERPRISE crew during work-ups. Extensive tour arrangements and recreation discounts were offered during port visits to San Diego. In August, Special Services hosted "ENTERPRISE DAY" at Marine World/Africa USA. An all hands picnic, attended by 3,000 crewmembers and their families. In September, ENTERPRISE served as flagship for the Seattle '87 SeaFair. Special Services organized an extremely diverse schedule of tours, including rafting, fishing, a tour of the Boeing factory, a concert at the Kingdome, and hydroplane races and Blue Angels Flight Demo on Lake Washington. Special Services ended the year with a spectacular Christmas Party and the Hyatt Regency-Oakland, where 2,000 crewmembers attended, truly underscoring ENTERPRISE as "The Carrier with Class".

The Educational Services Office (ESO) has continued to serve the educational needs of ENTERPRISE with comprehensive programs, including administration of CLEP, SAT, ACT exams to personnel applying variously for or pursuing commissioning programs; bachelor's degrees; functional skills courses taught on board; and PACE courses. More than 15 crewmen submitted applications for Navy Officer commissioning programs. In addition, GED exams were administered for personnel desiring to earn high school equivalency diplomas. More than 20 personnel had enrolled in the DANTES Independent Study Program.

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NOTEWORTHY EVENTS FOR THE TRAINING DEPARTMENT DURING 1987:

- January: Administered E-7 Navy-wide exams. Frocked ENTERPRISE personnel to E4 on 16 January.
- Feb/Mar: Administered the E4-E6 Navy-wide exams. Coordinated off-ship training such as General Shipboard Firefighting, Advanced Firefighting, Aircraft Firefighting, etc.
- Apr/May: Initiated Captain's Cup onboard ENTERPRISE. Held two weeks Cybernetics/Leadership course.
- June: Frocked E5 & E6 crewmembers on 18 June. USS MIDWAY (CV 41) Reserve Unit reported onboard for two-week ACDUTRA.
- July: Fourth of July reenlistment ceremony. Midshipmen from various universities including the Naval Academy reported onboard for their summer cruise.
- August: Hosted "ENTERPRISE DAY" at Marine World/Africa USA. All hands picnic held. USS KITTY HAWK (CV 64) Reserve Unit reported onboard for two-week ACDURTA.
- September: Reserve Unit from Alameda reported onboard. Administered E4-E6 Navy-wide exams.
- Oct/Nov: Off-ship training continued and intensified due to upcoming deployment.
- Dec: Ski trips were coordinated and initiated. Christmas Party at Hyatt Regency-Oakland was held with flying colors.

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February 1987: Completed and ship acceptance of (CVN 65) Shipalt 5199k and 6356K, respectively. These systems and equipments tested satisfactorily in operational testing conducted onboard and observed by SUPSHIPS San Francisco, contractor, and ships force representatives.

April: Participated in Refresher Training conducted by Fleet Training Center, San Diego as exercise observers. All communications-related drills were conducted. The department completed training with an overall grade of "Outstanding" assigned.

May: Participated in Command Inspection, The Department was evaluated in training, administration, and operational readiness by the Staff of Commander, Carrier Group Three. Overall grade of "Outstanding" was assigned for this inspection. In addition, a Maintenance Material Management (3-M) System inspection was also conducted by the staff of Commander Naval Air Forces Pacific, with a grade of "Outstanding" assigned.

September: Department participated in Advance Training Assessment, conducted by observers from the staff of Commander Naval Air Forces Pacific. An overall grade of "Outstanding" was assigned.

October: Department completed a Pre-Deployment Combat Systems Review to determine the overall readiness of communications electronic equipment and antenna systems. The Department was certified ready for deployment.

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DECK Department

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January 1987: Completed preservation and reinstallation of ship's anchors and chains while in drydock at Hunter's Point Naval Shipyard for SRA-87.

All 224 liferafts were refitted by SIMA San Diego and reinstalled onboard.

Conducted dead-stick undocking and anchored in San Francisco Bay on 22 January, returning to NAS Alameda Pier 3 that same day.

February: Conducted extensive paint-out of interior spaces for habitability. Besides many specific projects requested by other departments, Deck's spray team painted the entire 03 level and 2nd deck passageways, including the Mess Decks, Gallies, and Bomb Transfer areas. Side cleaners, with a crew of 50 TAD personnel, also prepared and painted the entire exterior of the ship below the flight deck. A tiger team from all Deck divisions conducted rehab of the ship's motorwhaleboat, two 50 ft utility boats and their dollies including installation of new foam-filled rubber dolly tires.

March: First time underway in over six months. Conducted training anchorages in San Francisco Bay and Coronado Roads, San Diego. PRE-TRE inspection completed 9-13 March evaluated Deck's administration, training and maintenance programs as excellent. Conducted first alongside UNREP with USS MCCLUSKY (FFG-41) sending them our fuel rig for a dry training hook-up.

April: Deck conducted its first cargo loading exercise, taking on 312 pallets of ammo from USS PYRO (AE-24). Upon return to port, quickly conducted extensive preservation and painting again on the sides and elevator wells. This included the painting of large sign slogans above each elevator to welcome the Association of Naval Aviators to their annual ANA conference being held onboard this year. The Training and Readiness Evaluation (TRE) team evaluated the Department as "Ready to conduct Refresher Training." During REFTRA, all UNREP exercises were conducted with USNS KAWISHIWI (TAO-148). Deck Department achieved an overall outstanding

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Seamanship exercise score of 95.0% for REFTRA 87.

May: After returning to NAS Alameda, the ship went to sea for one week, during which an UNREP was conducted with the USS ROANOKE (AOR-7). Upon return to port, the Department very successfully passed the ship's Command Inspection and achieved an outstanding score of 94.5 in the annual COMNAVAIRPAC 3M Inspection. The Captain's Gig was returned to Deck from AIMD following a much needed overhaul of the hull, keel, flotation and deck fittings. Second Division assumed custody of the Gig.

June: A long upkeep period provided the opportunity to work extensively on Sponson maintenance and preservation, habitability upgrade of heads, and passageways and ship's preservation. This was in preparation for INSURV which was eventually cancelled.

July: Following a 6 July underway, the ship remained at sea except for two brief stops in San Diego. This allowed side cleaners just enough time to conduct final side preservation and to repair, paint, and load four 75 foot boarding brows before the ship commenced the transit to Seattle Seafair, arriving on 29 July. During the underway, Deck conducted another ammo onload of 456 pallets from USS KISKA (AE-35) to top off the EASTPAC ammo loadout. Additionally, three fueling UNREPS with USNS KAWISHIWI provided over 1,750,000 gallons of JP-5.

August: After returning from Seattle, two weeks of upkeep time allowed for final preparations for COMNAVAIRPAC's Change of Command. Manufacture of herculite browskirts, covers for winches and topside equipment, and new awnings for both fwd and after quarterdeck kept the sail loft busy around the clock. New slogans were designed and painted above the elevators as a farewell to Vice Admiral Service. Upon arrival in San Diego, all brows and platforms being provided were painted and non-skidded, bunting was installed on all livelines and rails, and the waterline was given a fresh coat of

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paint. A very successful Change of Command was followed a week later by a very successful NTPI. The Deck Department Special Weapons CONREP Team was rated as outstanding, passing its simulated CONREP exercise without a single discrepancy. USS CALLAGHAN (DDG-994) provided an opportunity to send a fuel rig and highline for training and was followed the next day by the month's only fueling UNREP with USNS KAWISHIWI.

September: Conducted an anchorage in Coronado Roads, followed immediately by the Advanced Training Assessment (ATA). COMNAVAIRPAC inspectors evaluated Deck Department as excellent in all categories of maintenance, administration and training, and awarded an outstanding average score of 98.3% for the seamanship exercises conducted. Five separate UNREPS acquired more than 1.8 million gallons of JP-5 and 320 pallets of ammo and stores which completed the WESTPAC loadout requirements.

October: Originally planned as a POM leave and upkeep period, the 30 days inport Alameda was also used to prepare for NORPAC cold weather operations. Cold weather gear, sand and snow removal equipment were acquired and all UNREP gear received extra grease, paint and PMS to ensure 100% material readiness. The sides were prepared and sprayed and all boats were offloaded and operated to conduct coxswain and boat crew training. Paint, tools and repair parts were onloaded. Deck Department was ready for deployment upon its departure for NORPAC 25 October. The COMCRUDESGRU THREE Admiral's Barge was then onloaded at the Coronado Roads anchorage using the B and A crane. Side Cleaners division assumed custody and the responsibility for upgrading its material condition. A fueling UNREP with USNS KAWISHIWI commenced the NORPAC transit 28 October.

November: Cold weather operations in NORPAC were simplified by a lack of snow or significant ice buildups. Heavy weather encountered on two separate occasions, resulting in No.3 accommodation ladder being carried away and

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No.2 accommodation ladder severely damaged despite being secured for heavy seas. Four UNREPS with USS WABASH (AOR-5) provided nearly 2.8 million gallons of JP-5 and 193 pallets of food and stores. Three UNREPS with USS MCCORMICK (DDG-8) and USS STRAUSS (DDG-16) provided the opportunity to send fuel for the first time this year; a total of 125,000 gallons of JP-5 via Station 3 fuel rig. Returned to NAS Alameda on 24 November and commenced a second POM period due to a rescheduled deployment date of 5 January 1988. December: Due to the previously established readiness to deploy, Deck spent the month of December enjoying maximum leave periods. The accommodation ladders were rebuilt, installed and weight tested by contractors and several IMA jobs were completed by SIMA and the Tender. Side Cleaners and a TAD team gave the sides a final coat of paint. Deck Department was again fully ready for deployment on 31 December 1987.

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1987 UNDERWAY REPLENISHMENTS (SENDING AND RECEIVING)

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<u>DATE</u>	<u>SHIP NAME</u>	<u>AMOUNT</u>
28 MAR 87	(TO) USS MCCLUSKY (FFG-41)	DRY FUEL
06 APR 87	USS PYRO (AE-24)	312 PALLETS AMMO
24 APR 87 (REFTRA)	(TO) USNS KAWISHIWI (TAO-148) BURTON/HIGHLINE/FUEL (Three separate approaches)	
29 APR 87 (REFTRA)	USNS KAWISHIWI (TAO-148)	520,248 JP-5/BURTON
12 MAY 87	USS ROANOKE (AOR-7)	727,813 GAL JP-5
07 JUL 87	USS KISKA (AE-35)	AMMO ONLOAD 456 PALLETS
10 JUL 87	USNS KAWISHIWI (TAO-148)	507,360 GAL JP-5
10 JUL 87	(TO) USS MAHLON TISDALE (FFG-27)	DRY FUEL
17 JUL 87	USNS KAWISHIWI (TAO-148)	612,828 GAL JP-5
23 JUL 87	USNS KAWISHIWI (TAO-148)	618,705 GAL JP-5
25 AUG 87	(TO) USS CALLAGHAN (DDG-994)	HIGHLINE/DRY FUEL (Two separate approaches)
26 AUG 87	USNS KAWISHIWI (TAO-148)	627,173 GAL JP-5
11 SEP 87	USNS KAWISHIWI (TAO-148)	522,363 HAL JP-5
15 SEP 87 (ATA)	USS WABASH (AOR-5)	510,000 GAL JP-5/ 42 PALLETS
19 SEP 87	USS WABASH (AOR-5)	785,796 GAL JP-5/ 27 PALLETS
22 SEP 87	(TO) USS WABASH (AOR-5)	DRY FUEL
23 SEP 87	USS MT HOOD (AE-29)	250 PALLETS
28 SEP 87	USNS KAWISHIWI (TAO-148)	790,428 GAL JP-5
01 NOV 87	USS WABASH (AOR-5)	655,247 GAL JP-5/ 58 PALLETS
02 NOV 87	(TO) USS JOSEPH STRAUSS (DDG-16)	DRY FUEL
05 NOV 87	(TO) USS LYNDE MCCORMICK (DDG-8)	80,000 GAL JP-5
07 NOV 87	(TO) USS JOSEPH STRAULL (DDG-16)	45,000 GAL JP-5
08 NOV 87	USS WABASH (AOR-5)	1,022,191 GAL JP-5/ 114 PALLETS
17 NOV 87	USS WABASH (AOR-5)	365,729 GAL JP-5/ 21 PALLETS
22 NOV 87	USS WABASH (AOR-5)	750,133 GAL JP-5

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TOTAL FUEL DELIVERED:	08 RIGS	125,000 GAL JP-5
TOTAL FUEL RECEIVED:	28 RIGS	8,512,441 GAL JP-5
TOTAL CARGO RECEIVED:	15 RIGS	1280 PALLETS AMMO/STORES
TOTAL RIGS:	51 RIGS	
TOTAL UNREPS:	28 UNREPS WITH 10 DIFFERENT SHIPS	

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1987 ANCHORING EVOLUTIONS

PORT ANCHOR

22 JAN	SAN FRANCISCO BAY
07 MAR	SAN DIEGO CORONADO ROADS
09 MAR	SAN FRANCISCO BAY
04 APR	SAN DIEGO CORONADO ROADS
27 APR	SAN DIEGO CORONADO ROADS
29 APR	SAN DIEGO CORONADO ROADS
13 JUL	SAN DIEGO CORONADO ROADS

STBD ANCHOR

09 MAR	SAN FRANCISCO BAY
04 MAY	SAN DIEGO CORONADO ROADS
31 AUG	SAN DIEGO CORONADO ROADS
14 SEP	SAN DIEGO CORONADO ROADS

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REACTOR Department

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Completed major DSRA on time.

Completed ORSE Nov 87.

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SAFETY Department

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January - February 1987: SRA NAS Alameda. ENTERPRISE moved back to NAS Alameda from Hunters Point on January 22. The same emphasis on fire prevention and industrial safety continued at NAS Alameda. The successful organization and operation used at Hunters Point Shipyard to prevent shipboard fires and industrial personnel injuries or material damage was used at NAS Alameda, with the result that ENTERPRISE completed SRA February 27 with no fires or reportable industrial mishaps involving personnel injuries or property damage.

March - October: The workup cruise portion of ENTERPRISE's turn around cycle was an eventful period which included:

- Successful completion of the 3M inspection. No discrepancies.
- Successful completion of the Command ADMAT inspection.

Satisfactory - no major discrepancies.

- Completion of a comprehensive at-sea Industrial Hygiene survey.
- Successful completion of ATA - judged "fully ready for Battle Group operations".

- During this period, there were 74 reportable industrial type personnel mishaps; 11 motor vehicle mishap; 6 motorcycle mishaps.

- There was 1 embarked aircraft mishap; 1 Class A; 0 Class B.

October - November: Northern Pacific/Cold Weather Ops. Published a Cold Weather Letter of Instruction for the prevention of cold weather injuries and mishaps. Made extensive use of the ship's TV system and POD to provide information on and educate the crew on cold weather operations.

November - December: POM.

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MAINTENANCE Department

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During 1987, the relatively new Maintenance Department approached its full potential providing key support to ENTERPRISE in the areas of repair availability planning and execution, material research and requisitioning, and 3-M System support.

The repair support function was in full swing at the beginning of the year as ENTERPRISE carried through with, and completed a major Docking Selected Restricted Availability with SUPSHIPS San Francisco at Hunter's Point. Through the remainder of the year, Repair planned and helped execute five more major industrial availabilities with SUPSHIPS and two small pre-overseas movement availabilities. In Addition to Intermediate Maintenance Activity (SIMA), San Francisco, ENTERPRISE was also assigned numerous concurrent ship-to-shop availabilities with both USS CAPE COD (AD-43) and USS SAMUEL GOMPERS (AD-37). Each of these repair periods resulted in significant upgrade of ENTERPRISE's material condition in preparation for a scheduled 1988 deployment.

The year closed out with a major planning effort for a scheduled FY-89 Selected Restricted Availability. This included developing the initial industrial, IMA, and Ship's Force Overhaul Management System (SFOMS) work packages, totalling almost 2000 work requests and identifying and planning priority ship alterations. This effort was culminated in a Modernization Verification Conference (MVC) and a Phase I Work Definition Conference (WDC) held onboard in December.

During the year, Maintenance Department's Logistics Support Center (LSC) made improvements to supply parts ordering and inventoried and updated over 10,000 technical manuals and 7000 aperture cards in the ship's technical library. They additionally processed over 250 configuration

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Finally, the 3-M section saw the installation and implementation in September, of the Organizational Maintenance Management System (OMMS), a shipboard computer system that allows for automatic processing of all repair work requests, deferred maintenance actions, and completed actions. During the year, the 3-M section processed over 13,500 maintenance action forms (4790/2K), conducted 250 work center inspections, and processed 344 PMS feedback forms. The year was highlighted by the Type Commander's annual 3-M inspection held in May, resulting in an overall ship's grade of 87.

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ENGINEERING Department

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M DIVISION

January 1987: Made preparations to move ship to Alameda and commence steam plant testing, first time since the start of the Drydock Selected Restricted Availability after deployment 1986. Supported dead stick move to Alameda and initial light off of reactor plants after 7 months of shutdown. Major accomplishment was the satisfactory testing of Number One Main Condenser after complete retubing of condenser by contractors during the DSRA. Numerous additional equipment was overhauled during DSRA and would be made ready for initial testing during the upcoming steam plant testing and Sea-Trials.

Februray: All equipment in the enginerooms and auxiliary spaces was operationally checked and repaired as necessary ensuring proper operation.

March: Successfully completed Sea Trials. Continued to make improvements in equipment reliability and operational readiness of Auxiliary rooms. All main engine reduction gears were inspected by NAVSEACEANPAC and manufacturer's technical representative. (Westinghouse)

April: Participated during the successful completion of Refresher Training and carrier qualifications. All enginerooms were completely painted out in preparations for future ORSE.

May: MTT visit conducted to check overall operational readiness of nuclear trained operators after 7 month DSRA, training records and training documentation. "M" division spent month working to restore cleanliness to MMR's and AMR's and started concentration on stowage for sea, material upgrades and valve preservation improvements.

June: This month was spent inport pierside. Major efforts were put forth by "M" division to upgrade operational ability and knowledge level as

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a result of a significantly poor performance during the May MTT visit.

Efforts were concentrated on shutdown drills and training. Major PMS items were completed, including inspections of approximately 8 line shaft bearings and reduction gear bearing inspections on Number One and Number Four SSTG's, required lifting reduction gear covers. Contractors performed UT and internal inspection of Number Two Moisture Separator.

July: Participated in second MTT visit, efforts concentrated on upgrading training documentation as well as watchstation qualifications. Continued to work on material condition of propulsion spaces and auxiliary rooms. Commenced Carrier Qualifications in SOCAL operation area.

August: Supported AIRPAC Change of Command ceremony in San Diego. Commenced program to upgrade plant operational level of knowledge and improve overall abilities of operators.

September: Continued ORSE preparations. Concentrated on plant valve preservation and final material condition preparations. Significant equipment overhauls were effected to ensure plant realibility. MTT visit at end of month to check final readiness of division.

October: Major work emphasis on equipment for upcoming deployment. Ship's force overhauled numerous equipment during this the first of what would be two POM periods in preparations for deployment 88. Significantly improved the ship's readiness for deployment and equipment operability of those items worked on or inspected. Some items included: main condensate pumps; turbine driven fire pumps; evaporator distillate pumps; evaporator demistor pad change out. Subcontractors had major work which included retubing of 3 evaporator feed heater and replacement of shell gasket on the reboiler.

November: Participated in Operational Reactor Safeguards Examination (ORSE) and thirty day NORPAC Operations. Increased emphasis in level of

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knowledge and casualty response during preparations resulted in an average but significantly improved grade for operations during ORSE. Major efforts were put forth to significantly change and improve the living conditions of "M" Division berthing.

December: Commenced six week pre-overseas deployment maintenance period. Significant improvement to all facets of Number Two AMR, eliminated virtually all steam leaks, and contractors replaced over 90 feet of HP Drain Main piping and approximately 40 feet of gland exhaust piping. Completed all maintenance for overseas deployment. Number Three SFTG was returned by contractor for operational use after major overhaul. Main Machinery Rooms repaired numerous components which required overhaul prior to deployment and concentrated efforts in the area of supply and preventive maintenance items. Completed rehab of "M" Division berthing, new deck was installed by sub contractors, and finishing touches made to the berthing compartment.

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January - February: All workcenters were exceptionally busy during the final weeks of the Drydock Selected Restricted Availabilty. Undocking was completed on schedule with a "Dead Stick" move from Hunters Point to NAS Alameda while "A" Division's emergency diesels supplied electrical power on all ship's loads.

March - November: The Steam Catapult Shop rehabilitated all catapult piping spaces and improved the material conditions of readiness through an aggressive small valve maintenance program. The Hydraulic Shop provided numerous repair services to aircraft elevator stanchions and lock systems. A major upgrade of material and training readiness was completed for the steering gears which resulted in attaining a grade of excellent during Refresher Training. The Air Conditioning and Refrigeration Shop was exceptionally busy during this time frame. Ship's AC&R personnel worked closely with various contractor organizations to completely overhaul seven of our ten centrifugal air conditioning plants. The Diesel Shop upgraded all diesel engine rooms materially and successfully completed a top forward overhaul of Number Two Emergency Diesel in near record time. In addition to providing the usual superb support to the ship's maintenance organizations, shipyard, contractor work forces, and the Machine Shop procured and installed a complete heat treating facility. The Pneumatics Workcenter and O2N2 generating workcenters overhauled numerous high and low pressure air compressors and groomed both O2N2 plants to improve equipment reliability and efficiency to the maximum extent possible. During the 30 day NORPAC Operation, the Steam Heat Shop energized and groomed the ship's heating system to provide a comfortable environment for all hands. The Steam Heat Shop additionally worked closely with AC&R personnel and Electrical Division

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to install scores of new items of galley equipment provided by the PRRP program. The Troublecall Management Shop responded to and tracked correction of over 12,000 troublecalls as well as organized and provided numerous training sessions and upgrade projects in the area of ventilation and air conditioning. Excellent results were obtained in all inspections including Refresher Training, 3M, Advanced Training Assessment, SMI and an Operational Reactor Safeguards Examination.

December: The Pre Overseas Movement availability allowed "A" Division to successfully complete all maintenance required to deploy the ship in a maximum state of material readiness. By the end of the month, "A" Division equipment was CASREP free.

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January - February: Divisional efforts were concentrated on undocking the ENTERPRISE at Hunters Point Shipyard and completing the DSRA pierside at NAS Alameda. The Nuclear Weld Shop completed numerous work requests in the propulsion plants.

March - April: Completed a successful and vigorous examination/inspection cycle which included Training Readiness Evaluation (TRA), Refresher Training, and Flight deck Certification. ENTERPRISE received a Refresher Training overall grade of 92.3%, highest score for a CV/CVN in 10 years.

May - DC/R division received a score of 88.9 for the COMNAVAIRPAC 3-M Inspection, significantly contributing to the ship's overall grade of 88.4. Completed Command Inspection.

June - The Pipe Shop/CHT Head Hab workcenter initiated repair and preservation of the ship's CHT system which culminated in the CHT system being certified by NAVSEA. This was the first time in recorded history that this certification was accomplished onboard ENTERPRISE.

July - September: ENTERPRISE completed an extended availability and all DC/R division workcenters continued to support ship's repairs for increased readiness and operability. Successfully completed Advanced Training Assessment and Nuclear Proficiency Technical Inspection. Damage Control and fire fighting phases were graded as "Outstanding."

October - December: Completed an underway period which included transit to the Northern Pacific. Preparation for Overseas Movement period for WESTPAC 88 commenced in December. The Nuclear Weld Shop was again instrumental in ENTERPRISE meeting all its commitments by completing countless repairs in the propulsion spaces.

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E DIVISION

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During 1987, "E" Division provided over 50,000 MW-HR of electrical energy for ship's needs, removed 10,000 pounds of dead end cables from ship, processed 6,300 troublecalls, qualified watchstanders on 50 watchstations, supported 13,000 manhours of training, supported flight operations with repairs to 329 flight deck lights, overhauled 50% of the propulsion plant motors and controllers, stowed commutators and slip rings on Number Five SSTG's and Number One SSTG.

During the month of January, the undocking and dead stick move was made from Hunters Point to Naval Air Station Alameda. In the first Quarter, SRA was completed with the following maintenance items: Number One Shore Connection was recabled, Number Four SFMG was refurbished; various motor controllers for propulsion plant overhauled; Number 17 Air Conditioning Unit SHIPALT completed to increase ship's capacity; numerous ship's conveyor motor controllers overhauled; aircraft fueling station motor controllers were relocated for SHIPALT; ship's running lights were rewired; and the Tell Tale Panel was rebuilt. 440 volt outlets and controllers in Hangar Bays were overhauled; all general power load centers were cleaned; SHIPALTS were installed on 30 MC and 46 MC circuits with 2 MC, 19 MC and 26 MC modifications completed; the underwater log SHIPALT was completed; and all fire pump controllers were overhauled. A successful Sea Trial proved the adequacy of repairs, and a safety inspection was graded as "Excellent."

During the months of April/May/June, many hours were spent training for Refresher Training, an NPMITT visit, a 3-M inspection, and a command inspection. "E" Division received the highest grade onboard of 99%. Maintenance continued with the following items completed: Number 2 SFTG governor was rebuilt; the F and FH circuits were reworked; the VS circuit

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was brought up to 100% operability; the motor rewind bake oven was overhauled; and two motor driven fire pumps were successfully rewound by ship's force.

During the months of July/August/September, "E" Division played a key role in a change of command ceremony when a temporary load center was rigged, and Hangar Bay lighting was made fully operable. A Battle Group exercise was completed along with the following repairs: Seven shore connection cabling was replaced; Number Three SFTG was removed for repair; casualty repairs were completed to the aft magazine ABT and Number Four Elliott low press air compressor. Deceptive lighting was successfully rigged and flight deck power stations were overhauled. 5 MC circuit SHIPALT was installed and 80% of the speakers were replaced. The ship's gyro modifications to Mark 19 MOD 3E were completed both forward and aft. Two major inspections were completed, with an NTPI graded as "Excellent" and a MRCI graded as "Excellent."

During the months of October/November/December, "E" Division was involved in an Operational Reactor Safeguards Examination (ORSE) and the NORPAC cruise. The ORSE saw "E" Division graded as "Outstanding" in administration. "E" Division ensured adequate heating during NORPAC, while a Pre-Combat Systems Review was completed satisfactorily. Meanwhile, Number Three SFTG returned and was satisfactorily tested. After modifications, Four SFMG frequency control was repaired and the 400 cycle distribution system was made 100% operational. The 12 MC secure voice circuit was repaired, and emergency repairs were made to numerous grounds in the ship's degaussing "A" coil. All bridge window heaters were repaired and were made operational for NORPAC. Galley and ship's store modifications were also assisted with by "E" Division. The following SHIPALTS were completed: An AFFF station was added and control panels were rewired; air conditioning

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unit auxiliary oil pump modifications made to power supply; 5 HF vent system alarm was installed. The year closed with Christmas lights and music provided by "E" Division for the ship's crew and guests.

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January 1987: ENTERPRISE completed Dry-dock Ship's Restricted Availability (DSRA) at Hunter's Point Naval Shipyard. V-1 rehabilitated over 95% of all spaces and all four aircraft elevator facings. During this time, V-2 Division, Naval Aviation Depot Alameda's Voyage Repair Team (VRT), and NAEC Field CAFSU Reps worked long hours to accomplish major overhaul of the catapults, arresting gear engines, PLAT/Lens and the LSO/HUD. Additionally, various service changes and SHIPALTS were incorporated to improve equipment reliability, operation, and safety of flight. V-3 rehabilitated all off-deck spaces. V-3 began rehabilitation of the entire hangar and all elevator wells during the last four weeks. V-4 Division accomplished major overhauls of the service pumps, purifiers, and fueling station defuel pumps. V-4 safely pumped 4-993 gallons to yellow gear and emergency diesel generators.

February: The month of February marked the completion of the ship's Selected Restricted Availability and the Ship's Force Overhaul Management System (SFOMS). DSRA continued, V-1 rehabilitated all four aircraft elevator facings. V-2 was dedicated to completing the various functional tests of all catapults, arresting gear engines, Fresnel Lens Optical Landing System (FLOLS), Integrated Launch and Recovery Television System (ILARTS), and the LSO/HUD's mechanical and electrical systems. Fast cruise was conducted 27 February 1988. V-3 completed rehabilitation of the hangar bay and performed functional tests of all pumps and valves. V-4 safely pumped 980 gallons and unloaded 880,000 gallons from a barge.

March: Successfully completed the required Sea Trials and ACLS certification, which involved the Fresnel Lens Optical Landing System (FLOLS). The three at-sea periods (2-9 March, 20-24 March and 27-31 March) allowed V-2 Division to accomplish various operational training requirements

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to safely operate the equipment. A continued emphasis on PQS ensured qualified catapult and arresting gear crews were available following SRA. V-2 safely accumulated 2,630 catapult launches and 2,646 recoveries. V-4 Division accomplished various operational training requirements to safely operate the equipment while conducting CVW-11 carrier qualifications. A continued emphasis on PQS resulted in sufficient qualified pumproom and flight deck personnel. V-4 safely pumped 571,410 gallons and received 884,704 gallons from one tanker.

April: This month was highlighted by the successful completion of Refresher Training (REFTRA) on 24-27 April. The ship was at sea on 1 April, 3-5 April and 22-30 April. V-1 was observed as "Outstanding" in all areas of flight deck operations and drills. V-2 Division received outstanding grades in all evaluated areas. Accomplished 1,102 catapult launches and 1,137 recoveries safely. V-3 was observed as "Outstanding" during REFTRA in all areas. V-4 received "Outstanding" grades in all evaluated areas. V-4 safely pumped 1,489,432 gallons and received 1,629,638 gallons from three tankers.

May: The ship successfully completed Command Inspection (18 May) and COMNAVAIRPAC 3-M Inspections (20-22 May). Hosted over 400 guests and members of the Association of Naval Aviators for a tour of the flight deck and crash/salvage equipment and dinner in the hangar bay. V-2 Division received a waiver from Command Inspection in Launch and Recovery areas as a result of outstanding performance during REFTRA and an excellent grade of 99.7% on the CNAP 3-M Inspection. The catapult and arresting gear accumulated 1,403 accident-free catapult launches and 1,352 recoveries. V-4 safely pumped 683,590 gallons and received 727,813 gallons from one tanker. Receiving outstanding grades on inspections.

June: The ship spent the entire month of June in port at NAS Alameda for upkeep. During this period, the Arresting Gear Engine Number 1 was

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restacked and hand-reeved by the NAVAVNDEPOT Alameda VRT/Ship's Force Team.

V-4 continued rehabilitating spaces and rebuilding pumps. V-4 safely pumped 17,500 gallons of JP-5 to Yellow Gear.

July: Conducted FRS carrier qualifications in SOCAL on 6-13 July and CVW-11 CQ on 14-15 July. The ship was inport San Diego on 13 July and underway again from 14-23 July for COMPUTEX 87-3. Arriving in Seattle on 29 July, a reception was held in the hangar bay for 500 Seattle Seafair guests. Hangar bay and flight deck were toured by 90,000 general visitors from the Seattle area. V-1 conducted flight deck tour and static displays of all types of aircraft onboard and crash/salvage equipment for guests and visitors of Seattle Sea- Fair. V-2 total catapult launches numbered 2,897 and 2,914 arrested recoveries. There was a 4th of July reenlistment ceremony and reception for 150 guests in Hangar Bay 1. V-4 safely pumped 1,665,409 gallons and received 1,738,893 gallons from three tankers. There were zero fuel spills during the inport visits this month.

August: Oakland Navy League tour of flight deck for 200 members. On 3-6 August, ENTERPRISE transited back to NAS Alameda for an upkeep from 6-18 August. In this period, CVW-10 provided an air demonstration for the Tigers. COMNAVAIRPAC Change of Command was held onboard 21 August, during the 19-22 August port visit in San Diego. ENTERPRISE went to sea on 22 August for a second FRS/TRACOM carrier qualification period. V-2 Division successfully accomplished 2,596 catapult launches and 2,580 recoveries. During a one hour time span, accomplished 65 traps and cats. V-4 safely pumped 622,524 gallons and received 627,173 gallons from one tanker.

September: The flight deck received a grade of "Excellent" on all drills and associated flight deck operations. The hangar deck received "Outstanding" on all drills. The FRS/TRACOM CQ continued until 1 September. ENTERPRISE returned to NAS Alameda for a 2-9 September upkeep. Following upkeep,

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ENTERPRISE put to sea 9-24 September. The Advanced Training Assessment (ATA) took place during this period (15-17 September). POM #1 commenced during this period following the ships return to NAS Alameda on 24 September. V-2 Division satisfactorily passed the ATA and safely completed 1,489 catapult launches and 1,485 recoveries. V-4 safely pumped 1,940,998 gallons and received 1,818,158 gallons from three tankers.

October: ENTERPRISE continued POM #1 until 25 October. ENTERPRISE departed NAS Alameda enroute to the Northern Pacific (NORPAC) on 25 October.

Operations included re-qualification of CVW-11 pilots and aircrews. Color coded Goresex rain gear used for first time on ENTERPRISE Gear proved to be extremely valuable during foul weather. V-2 Division: replaced 42 modules on Catapult Number 3 Jet Blast Deflector (JBD); lifted Catapult Number 2 JBD panel to fix a cracked hinge blade; repacked two MK7 Mod JBD cylinders; rebuilt two main hydraulic Vickers pumps; hand-reeved Arresting Gear Engine Number 4; replaced various cracked fairlead sheave covers; and replaced all arresting gear engine turn-buckle assemblies. NAVAVNDEPOT Alameda VRT and NAEC CAFSU Reps with Ship's Force assistance, accomplished modification of the exhaust valves IAW NAEC DWG 8701 THROUGH 8708 (REV A); replaced constant runout valve on Arresting Gear Engine Number 3 and 4; restacked Arresting Gear Engine Number 4; and installed improved cooler tube nest on Arresting Gear Engine Number 2 and 3. V-2 and V-4 Division personnel flawlessly displayed flexibility and endurance during continuous flight operations in an extreme cold weather environment. The catapult and arresting gear accumulated 659 launches and 727 recoveries. Extremely successful operations were conducted by the hangar deck crew. V-4 pumped 786,035 gallons and received 790,428 gallons from one tanker.

November: ENTERPRISE/CVW-11 NORPAC operations continued until 24 November, followed by an upkeep at NAS Alameda for the remainder of the month.

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Requalification of CVW-11 pilots and aircrews took place. The Northern Pacific Operations were extremely successful and again demonstrated the full capability range of the Air Department. Total catapult launches and arresting gear traps during this month numbered 1,185 and 1,119, respectively. Extremely successful NORPAC operations by V-3 hangar deck crew. V-4 pumped two "small boys", normally an engineering evolution. On 6 November, 80,103 gallons were pumped to USS McCormick, and on 8 November, 47,350 gallons were pumped to USS Joseph Strauss. By cross-connecting the transfer system, V-4 was able to use the transfer pumps to achieve this. V-4 safely pumped 2,238,075 gallons and received 2,793,300 gallons from four tankers.

December: ENTERPRISE remained in NAS Alameda and entered POM #2 on 5 December. POM #2 lasted throughout the month of December. V-4 safely pumped 4,650 gallons to yellow gear and emergency diesel generators.

SUMMARY BY DIVISIONS:

V-1 Division: Personnel Statistics: On 1 Jan - 111 personnel, 31 Dec - 141 personnel. 77 new personnel reported, representing a 69% turnover of division personnel. Among PO1's, there was a 90% turnover.

V-2 Division:

CATAPULTS;

- Installed catapult hydraulic system suction line filters and booster pumps (CAT Service Change C13/35)
- Replaced connectors on the CSV command readout station in the center deck station (CAT Service Change C13/366)
- Installed low loss launch valve (LLLV) head cover plate welded retaining rings for bushing (CAT Service Change C13/891)
- Removed deck tensioner full out limit switch for non-bridle catapult (CAT Service Change C13/403)
- Removed catapult auxiliary power plant relays (CAT Service Change C13/403)
- Replace accumulator pump stroking switch internal roller assemblies (CAT Service Change C13/425)
- Modified MK1 nose gear launch (NGL) shuttle spreaders to improve proper seating of F-14 aircraft launch bar (CAT Service Change C13/450)
- Replaced LLLV cap screws (CAT Service Change C13/454)
- Installed SHIPALT CVN-5995K on the Catapult Officer's control station

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hatches to improve the drainage and dogging capability.

- Overhauled all waterbrake cylinders and launching piston assemblies
- Replaced Catapult Number 4 JBD panel.

#### ARRESTING GEAR;

- Installed automatic lubrication solenoid-operated air valves (Arresting Gear Service Change MK7/339 Amendment 1)
- Installed improved cooler tube nests (Arresting Gear Service Change MK7/361)
- Relocated low pressure air supply port and modified drain and fill arrangement (Arresting Gear Service Change MK7/370)
- Replace CRO valve cam housing washers (Arresting Gear Service Change MK7/378)
- Completely drained all arresting gear engine fluid, flushed fluid systems and replenished with new fluid.

#### JET BLAST DEFLECTOR;

- Modified JBD panel support installation (MK7 Jet Blast Deflector Service Change 65)

#### FRESNEL LENS OPTICAL LANDING SYSTEM (FLOLS);

- Converted the LSO A230A roll angle meter to a hook-to-eye meter and modified the LSO HUD ramp motion interface (FLOLS Service Change 110 REV A)
- Modified the test set drawer assembly (FLOLS Service Change 111)
- Replaced the hook-to-eye distance selections (FLOLS Service Change 115 Amendment 1)
- Installed hook-to-ramp and hook touchdown indicators (FLOLS Interim Service Change 117)

#### LSO/HUD

- Replaced lifting subsystem air motor (LSO HUD Service Change 3)
- Disabled trim switch (LSO HUD Service Change 5)

#### MILESTONE/RECORDS/NOTABLE ACHIEVEMENTS;

- ENTERPRISE achieved a record of 65 traps in one hour in August. V-2 Division personnel and equipment played a key role in this most significant achievement.
- In 1987, V-2 Division exceeded previous performance levels, setting a record with accident-free catapult launches and recoveries. Total launches and recoveries as follows:

	Catapult Launches	/	Arrested Landings
Day:	10,240	/	9,690
Night:	3,719	/	4,271
Total:	13,959	/	13,961

- Operationally, catapult and arresting gear equipment performed exceedingly well. All four C13 Mod 0 catapults and five MK7 Mod 2 arresting gear engines maintained an availability rate of 100%. V-2 Division personnel

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performed superbly and met all commitments with no degradation.

#### V-3 DIVISION

- Over 7,000 aircraft moves. No reportable crunches and only two non-reportable.

#### V-4 DIVISION

##### PUMPROOMS/FILTERS;

- All incandescent lights replaced with fluorescent lights
- Service Pumps rebuilt three times
- Transfer Pumps rebuilt four times
- Stripping Pumps rebuilt six times
- Four Service Filters had elements changed
- All gauges calibrated
- Seven leaks, due to old piping, repaired in the Stripping System
- Three JP-5 storage tanks isolated because of cracked piping within the tanks
- One storage tank isolated. ((It is connected with the engineer's

stripping piping, which is used to educt the bilge in MMR Two (2))

##### V-4 FLIGHT DECK UNITS;

- All 25 Cla-Val fueling and defueling valves rebuilt
- Defuel pumps rebuilt three times
- Thirty-eight (38) hoses replaced
- Fifty-eight (58) nozzles rebuilt
- All gauges calibrated

##### V-4 ADMINISTRATION

- Relocated the division and training office.

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DENTAL DEPARTMENT

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1. Following achievements recorded for 1987:
  - a. Magna-Clave steam sterilizer was installed in the Central Sterilization Room in May 1987.
  - b. Panoramic X-ray machine was installed in February 1987.
  - c. Processed over 6,400 panoramic x-rays, successfully completing the Secretary of the Navy directed Duplicate Dental Panoramic Radiographs program in two months.
  - d. AT-2000 Dental x-ray processor was installed May 1987 for automatic X-Ray processing capability.
2. LCDR Allemang, ship's Oral Surgeon, and known as "Fastest Forceps in the Gulf," extracted more than his share of fangs, teeth, gall bladders, toenails, and doomed wisdom teeth. He was consequently recognized for his performance by his seniors.
3. Three "Super Docs", experienced Dental Officers, deployed to Battle group small boats operating with the Carrier with Class, screening more pictures of teeth than any dentists afloat.

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NAVIGATION Department

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01-22JAN87 Drydocked Hunter's Point Shipyard.  
22JAN87 Towed from drydock Hunter's Point Shipyard to NAS  
Alameda, CA.

22JAN87 UPK Alameda.  
27FEB87

27FEB87 Fast Cruise.

02-09MAR87 Underway SOCAL OPS. ENTERPRISE U/W for sea trials.  
Completed Flight Deck and ACLS Certification.  
CVW-11 C/Q.

09-20MAR87 UPK Alameda.

20-25MAR87 Underway SOCAL OPS. Independent Steaming in SOCAL.  
ACLS Certification. CVW-11 C/Q.

25-27MAR87 PVST San Diego.

27MAR87 Underway SOCAL OPS. Conducted Carrier Qualifications  
06APR87 for VS-21. VFA-125, VF-124, VAW-110, VA-122, VA-128,  
VAQ-129, VX-4, VRC-30, VQ-1, VAW-88 and VS-35.

01-03APR87 PVST San Diego.

03-05APR87 MINEX practice SOCAL.

05-22APR87 UPK Alameda.

22-30APR87 Underway For REFTRA in SOCAL OP area. Training  
satisfactorily completed in all evaluated areas.  
Grades of outstanding in seven areas. A  
particularly noteworthy inspector comment,  
"ENTERPRISE Officers, Chief Petty Officers, and  
Sailors are true professionals in the finest sense  
of the word and represent all that is great about  
our CV Battle Groups. ENTERPRISE established a  
superb carrier Training Standard and is designated  
an FTG STAR Performer."

01-03MAY87 Underway SOCAL OPS. CVW-11 live ORD drops, SEPTAR  
shoots, MINEX and NOREX practice.

03-06MAY87 PVST San Diego.

06-12MAY87 Underway SOCAL OPS. FRS C/Q in SOCAL for vf-125,  
VX-4, VA-128, VA-122, VFA-125, VS-41, VAQ-129,  
VAW-110, VRC-30.

12MAY87 UPK Alameda.  
06JUL87

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06-13JUL87 Underway SOCAL OPS. Ammo onload from USS Kiska 6-7 July. FRS C/Q.

13JUL87 PVST San Diego.

13-24JUL87 Underway SOCAL OPS. CVW-11 C/Q 14-15 July. COMPUTEX 87-3:  
Phase I 14-17 July.  
Basic and intermediate single ship exercise. Sinkex (WASEX) vs DD hulk.  
Phase II 17-20 July.  
Coordinated BG exercises. ASW Group Search.  
Phase III 20-23 July.  
Scenario exercises: Long Range ASW. Long Range ASUW. Chainsaw conducted in conjunction with ASMD exercise was highlight. Pre-NOREX and NOREX planned, briefed and conducted by ENTERPRISE/CVW, TAV MINEX.

24JUL87 PVST San Diego.

24-28JUL87 Completed Behavior Criterion exercise. Transit to Seattle.

28JUL87 PVST Seattle. Inport during Seattle Seafair.  
03AUG87 Large crowds visited ship. Luncheon for area VIP's on board.

03-06AUG87 Transit to Alameda.

06-18AUG87 UPK Alameda.  
18-19AUG87 Tiger Cruise to San Diego. CVW-10 provided Air demo.

19-22AUG87 PVST San Diego. Conducted Change of Command for Commander Naval Air Forces, Pacific.

22AUG87 Underway SOCAL OPS. FRS/Tracom C/Q. Conducted NATO  
02SEP87 Sea Sparrow missile shoot.

02-09SEP87 UPK Alameda.

09-24SEP87 Underway SOCAL OPS. Completed ATA/Readiex 87-4/HARM/Harpoon Shoot. MRCI Inspection 12 SEP.

24SEP87 POM #1 Alameda.  
25OCT87

25OCT87 Underway NORPAC OPS> Completed VS Torpex/Fighter  
24NOV87 Aim-7 Shoot/Haven Eval/Bear Intercepts.

24NOV87 UPK Alameda  
05DEC87

24-31DEC87 POM #2 Alameda.

Total miles steamed  
calendar year 1987 38180.8

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MARINE Detachment

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I. ADMIN:

1. Unit Designation:

- a. Reporting Unit Code: 50077
- b. Table of Organization Number: 6503

2. Command Personnel Information:

- a. Commanding Officer: Captain Joseph P. Holt
- b. Executive Officer: Captain Donald G. Neal relieved by First Lieutenant Marc W. Jasper Fall 1987.
- c. First Sergeant: First Sergeant Leonard L. Eggleston
- d. Detachment Gunnery Sergeant: Gunnery Sergeant Daniel L. Wallace
- e. Personnel Chief: Staff Sergeant Michael Peterson

3. Equipment. This Detachment has no major equipment in its inventory. This detachment maintains weapons and equipment to accomplish the assigned mission of the Ships Security Force. Other equipment is maintained and procured by the USS ENTERPRISE (CVN 65).

4. Average personnel Strength: 2 OFFICERS/65 ENLISTED

The Detachment has been operating near T/O for this reporting period.

5. Promotions for the year:

To Private First Class	0
To Lance Corporal	28
To Corporal	8
To Sergeant	0
To Captain	0

6. Reductions. None were effected during this reporting period.

7. Medical. The USS ENTERPRISE (CVN 65) provides all medical and dental

services to the Detachment. Corpsmen aboard ship are used while the

Detachment participates in field exercises and firing weapons. Corpsmen are also utilized for training lectures and classes for first aid.

8. Logistics/Supply. Logistic and supply matters are coordinated through the Ship's Detachment Supply Officer (SDSO) who works out of Marine Barracks, North Island, California. Marine Corps requisitions are processed by the Detachment Supply NCO through the SDSO. Periodic inspections are conducted by the SDSO to ensure supply procedures are followed. The Detachment Supply NCO is also responsible for maintaining Navy funds and requisitioning procedures.

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9. Civic Action. The Marine Detachment has provided color guards for numerous activities in the San Francisco area. There were 18 Detachment Marines who participated in the halftime pageant at the college All Star East/West Shriners Football game on 10 January 1987. During every sea period there are a number of distinguished visitors who come on board the ENTERPRISE for a two-day tour. The Detachment provides a visit point for part of the tour where equipment and weapons capabilities are displayed. The detachment's marines also participate in the Toys for Tots program and assist homeless children in the San Francisco area.

## II. NARRATIVE SUMMARY

### 1. Command Operations and Training:

The Marine Detachment completed a yard period in dry dock at Hunters Point Naval Shipyard on 22 January 1987. The ship was pierside, Naval Air Station, Alameda until 2 March 1987. The Detachment utilized this time to continue an off base training program and to complete maintenance of all Detachment onboard spaces. ENTERPRISE began sea trials 2 March 1987. By this time, the Detachment had shifted training emphasis to shipboard tactics.

The ENTERPRISE began a series of inspections while underway in April, with the Marine Detachment participating in several of these inspections. During refresher training (REFTRA), the Detachment was commended for its anti-boat response capability.

During the last half of 1987, the Marine Detachment was involved in an extensive pre-deployment training cycle. The Detachment was inspected during the Operational Readiness Inspection (ORI) and the Advanced Training Assessment (ATA) for its ability to respond to small boats and aircraft that were potentially hostile to ENTERPRISE. Both evaluations were rated as "Outstanding." The Nuclear Technical Proficiency Inspection was conducted in

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August 1987. The Detachment was also rated as "Outstanding" with no discrepancies.

While inport, the Detachment continued an off-base training program at Camp Parks, Pleasanton, California. Weapons firing, obstacle course training and Fleet Marine Force familiarization classes were conducted during these training sessions.

The Marine Detachment provided the honor platoon for the Commander, Naval Air Forces, Pacific change of command on 21 Aug 1987. Admiral Crowe, Chairman of the Joint Chiefs of Staff inspected the platoon.

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MEDICAL Department

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1. Annual Statistics (01 Jan 87 - 31 Dec 87)
  - a. Out Patient Visits = 11,327
  - b. In Patient Visits = 120
  - c. Laboratory Tests = 16,145
  - d. Pharmacy Units = 14 742
  - e. X-Ray Exposures = 3,232
  - f. Immunizations = 1,544
  - g. Physical Exams = 1,424
  - h. Limited Services = 32,212
  - i. Spectiaclose Ordered = 508
  - j. Medevacs = 40
  - k. Surgical Cases 24
- 2a. Radiation health program received two scores of excellent respectively during ORSE and NTPI.
- 2b. Medical Department completely painted out.
- 2c. Purchase of new health record and X-Ray jacket shelving.
- 2d. Department Head/SMO change. Departing - CDR Thomas G. Anderson  
Arriving - CDR Homer J. Moore

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G-1 Div:

Jan 1987 - .50 Cal famfire at Fort Ord, Ca.

Feb - Neg

Mar - Manned operation Hellfire (live firing), Anti-Terrorist drill

Apr - Manned operation Hellfire (live firing)

May - Neg

Jun - Neg

Jul - Manned operation Hellfire (live firing)

.50 Cal famfire

Midshipman famfire

Aug - 15 and 19 round honors rendered via 40mm saluting mounts at COMNAVAIRPAC  
change of command

Sep - Manned Operation Hellfire on 3 occasions (live firing)

Manned Operation Hellfire on 2 occasions (live firing)

Four famfires on fantail: .50 Cal, M14, .45, and 12 ga shotgun.

UNREPS with USNS KIWISHIWI; USS WABASH; USS MOUNT HOOD

Oct - .50 Cal famfire for 48 individuals

UNREP with USNS KIWISHIWI

Operation Hellfire

Nov - Norpac, UNREPS with USS WABASH and two small boys.

Operation Hellfire "Mad Moment". LTJG B. Letts relieved by CW02

Mashburn.

Dec - POM period

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G-2 Div:

Oct - Norpac operations in support of CVW-11. Cold weather flight deck  
emergency drills.

Nov - CW03 M. Johnson relieved by CW02 R. Ross.

Dec - POM period

(Note: other months - negative input)

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G-3 Div:

Jan - Completed SRA 87 with refurbishment of all magazines

Feb - Weapons Det to NAF El Centro in support of CVW-11/VA-95 operations

Mar - Ammunition on-load, Pre-TRE with no Discrepancies

Apr - Weapons Det to NAF El Centro in support of VA-125, Replacement Training Squadron. REFTRA completed with no discrepancies. Training readiness evaluation completed with no discrepancies.

May - Neg

Jun - 3-M inspection completed with no discrepancies. Major upkeep period.

Jul - 520 lifts of ammunition on-loaded and stowed in 24 hours.

Aug - Seafair in Seattle, Wa. COMNAVAIRPAC Change of Command. NTPI passed satisfactorily. Weapons Det to NAS Fallon, NV in support of CVW-11 OPS.

Sep - Mine readiness certification inspection graded as Outstanding. Advanced Training Assessment graded as Outstanding.

Oct - PSCR, Ships Explosive Inspection, Arms, Ammunition and Explosive review.

Nov - NORPAC Operation in support of Third Fleet.

Dec - POM period. Lt D. Scott relieved by Ens L. Carver.

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G-4 Div:

Aug - Completed S/A CVN-72980 Safety Stanchion Standardization

Completed S/A CVN-72960 Hatch Positive Stop Installation

Completed S/A CVN-7092.01D Hatch Shock Absorber

Sep - AWSEP implemented

Oct - Neg

Nov - NORPAC operations in support of Third Fleet.

Dec - POM period.

(Note: other months - negative input)

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G-5 Div:

Nov - CDR G.R. Root relieved by CDR S.M. Scheider as Weapons Officer.

LTJG A. Wyckoff relieved by LT E. Allen.

Dec - POM period.

(Note: other months - negative input)

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W-Div:

Jan - Completed SRA work in both SASS administrative spaces

Feb - Completed SRA work in both SASS magazines

Mar - Completed two training cycles on assigned weapons systems

Apr - Completed two training cycles on assigned weapons systems

Successfully completed TRE inspection

May - Successfully completed REFTRA and 3-M inspection. Completed two training cycles on assigned weapons systems.

Jun - Neg

Jul - Neg

Aug - Successfully passed NTPI

Sep - Successfully completed NOREX, training cycle on all assigned weapons.

Successfully completed NWA

Oct - Neg

Nov - NORPAC operations in support of Third Fleet

Dec - POM period. LTJG J. Tuggle relieved by CW02 T. Tyrrel.

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## Aviation Intermediate Maintenance Department (AIMD)

January 1987: The AIMD was involved in an extensive re-work of general maintenance, avionics, and support equipment as part of Ship's Restricted Availability (SRA) 1987.

February: Commander Michael Charles Bachmann, USN, relieved Commander Denny Williams as USS ENTERPRISE AIMD Officer.

March: Re-implemented 33 Aviation Maintenance programs, Quality Assurance/Technical Library, and Production Control functions, which were dormant since August 1986. In-depth M-3 Hull inspections conducted in preparation for Refresher Training period. Onloaded all support equipment recently overhauled by AIMD personnel at NAS Alameda.

April: Successfully completed Refresher Training '87. Zero material discrepancies noted within the AIMD. Flawless operation of support equipment on both flight and hangar decks contributed to the receipt of a grade of "Outstanding" for Aviation during Refresher Training. Damage Control Evaluation and Training Team (DCETT) was graded as the "Best in the Pacific Fleet"; forty percent of DCETT Team were senior AIMD personnel. Commenced total implementation of the Local Asset Management System (LAMS), a computerized bar coding program to track all Individual Material Readiness Listing (IMRL equipment).

May: Commander Carrier Group Three (COMCARGRU THREE) Command Inspection successfully completed. Department evaluated as "Outstanding" in personnel inspection. Military Cash Awards Program additionally evaluated as "Excellent." Successfully passed the Surface 3-M inspection; a marked improvement over the previous inspection results of 1985. AIMD personnel completed the overhaul of the Captain's Gig and turned over custody to Deck Department. Superb efforts were noted by several Distinguished Visitors

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transported during ENTERPRISE hosting of the Association of Naval Aviator's Convention.

June: Naval Air Engineering Center and Bremerton PERA CV personnel were onboard and accomplished initial ship-check reviews for SRA-89 and COH-91. Specific concerns addressing power and stowage were programmed for correction during these aforementioned overhaul periods. COMNAVAIRPAC MAT REP ALAMEDA/ENTERPRISE AIMD conducted an extensive IMRL review. Efforts enabled tailoring of excess IMRL equipments and subsequent updating of the ENTERPRISE IMRL. Established Departmental Manpower and Training Coordinator Billet for the AIMD.

July: Support Equipment Standardized system (SESS) program was fully implemented within the AIMD; an automated system to track periodic maintenance and technical directive compliance requirements, this system has significantly minimized manhours within AIMD Production Control, AIMD Support Equipment, and Weapons Department. In addition, the Aircraft Battle Damage Repair, Boron-Epoxy composite repair, and Helicopter Emergency Egress Device System repair programs were completely instituted. Additionally completed the transition of E2C Aircraft Support from VAST (AN/USM 247) to RADCOM (AN/USM 467) in order to enhance repair rates and processing times.

August: COMNAVAIRPAC Calibration Laboratory Review was completed this month. Outstanding grades assigned during this review. COMNAVAIRPAC Aviation Weapons Support Equipment Program (AWSEP) Team review was completed within Weapons/AIMD. Special mention was given to AIMD intergration of AWSEP PM/TDC program in the AIMD monthly Maintenance Plan and Quality Assurance assistance to Weapons Department.

September: COMNAVAIRPAC completed NAVAIRSYSCOM Miniature/Microminiature site certification. Facilities and personnel evaluated as "Outstanding"; significant improvement noted over previous review (site never approved for

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repair). COMNAVAIRPAC AIMD Management Inspection Completed. Senior inspectors stated that "ENTERPRISE has established a new mark of excellence for Pacific Fleet AIMD's". USS ENTERPRISE AIMD was assessed as the "Best in the Pacific Fleet." Highest grades ever assigned a CV/CVN; Eighteen of twenty graded areas evaluated as "Outstanding" and two as "Excellent." An overall grade of Outstanding was assigned.

October: Commenced Northern Pacific Operations which extended into November 1987.

November: Superb support provided to Carrier Air Wing Eleven during arduous Northern Pacific Operations despite the poor logistical channels which existed. Support equipment advance preparations for cold weather operations were extremely successful as the GSE Division sustained a greater than 94 percent availability of equipment for both the Air Wing and the Air Department. In addition, the AIMD processed more than 3100 repairable components for the Air Wing and maintained an extraordinary 81.4 percent repair rate enabling the Air Wing to successfully complete all of its assigned missions. Provided repair assists to Battle Group Foxtrot ships: Non Destructive Inspection assist to HC 11 Det aboard USS Wabash; repaired KIR-1A and TSEC KY-58 onboard USS Bagley and USS OBRIEN SPS-40 Lower Power AMP.

December: Final COMNAVAIRPAC 1987 Readiness Review Conference completed in preparation for the 1988 Deployment. Extraordinary personnel training efforts of the AIMD enabled ENTERPRISE to deploy in January 1988 with ZERO Engineering Technical Specialists. USS ENTERPRISE was the first COMNAVAIRPAC carrier to deploy with ZERO ETS personnel within the AIMD Department. USS ENTERPRISE Repair statistics for 1987 were the Best of all COMNAVAIRPAC AND COMNAVAIRLANT carriers as reflected in the enclosures provided herein. Turn-around processing times were additionally the Best of all PACFLT carriers; enclosure provided. Submitted input for the Secretary of Defense Maintenance

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Award (Phoenix Award) to Commander Naval Air Forces, U.S. Pacific Fleet (COMNAVAIRPAC). Innovative Award inputs stressed the combined efforts of all ENTERPRISE Departments in stressing the rejuvenation of onboard equipment. This approach was unique, since in the past submissions have only recorded the accomplishments of the AIMD in lieu of the entire ship. COMNAVAIRPAC subsequently selected USS ENTERPRISE (CVN 65) as their nominee to CINCPACFLT for receipt of the Secretary of Defense Maintenance Award for large activities.

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EXECUTIVE Department

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PUBLIC AFFAIRS OFFICE:

VIP visits and Distinguished visitor embarks: The Public Affairs office coordinated and supported underway embarks for 380 influential Navy supporters, the majority of which were from the San Francisco and San Diego, California areas. These guests were made up of highly-placed military members, educators, medical and business professionals, as well as a large number of media members. All media embarks were approved through CHINFO level, and ranged from U.S. Navy photo-journalist teams to the executive producers of "ABC World News Tonight."

During ENTERPRISE's 1987 NORPAC cruise, 36 Distinguished Visitors and media members from Adak, Alaska to San Diego, California embarked to observe part of a major Third Fleet exercise being conducted by Battle Group Foxtrot, for which USS ENTERPRISE (CVN-65) served as flagship. The objective, to increase awareness of the importance of the Northern Pacific, the heightened Soviet presence therein, and the role of the Navy in countering that presence, was achieved.

IN-PORT TOURS: While pierside at Naval Air Station Alameda in the month immediately following dry-docking and Ship's Restricted Availability, the Public Affairs office coordinated onboard tours for more than 5,200 visitors from all walks of life. All visitors were given welcome aboard brochures and informative tours.

FLEET HOME-TOWN NEWS RELEASE PROGRAM: ENTERPRISE's Public Affairs Office maintains an active program, with all newly reporting and departing crewmembers participating. The 'Hold File' is extensive.

PUBLICATIONS: While underway, ENTERPRISE publishes a daily newspaper, The Shuttle, which contains the latest available news and sports from the

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Associated Press and United Press International, shipboard news, and a classified section. Public Affairs also publishes the "Big E" monthly "Familygram", a 28 page magazine-format publication. The quarterly "Big E" magazine replaces the Shuttle while inport. It features articles and photographs pertinent to shipboard life and is mailed by the ship to all dependents and family members. The PAO staff has received many letters of appreciation for this publication.

PRESS RELEASES: The public affairs staff has been successful in marketing its news releases and photographs in nearly every major city across the United States, Navy Times, Pacific Stars and Stripes and many West Coast military installations.

PEN PAL PROGRAM: Several schools, from as far away as Pennsylvania have joined the "Big E" pen pal program. The public affairs office receives scores of letters every month from these students. Letters are distributed and promoted through public affairs. The command has also received many letters of appreciation for this active and informative program which helps youngsters better understand the U.S. Navy.

CORRESPONDENCE PROGRAM: The public affairs staff received over 100 letters per month requesting memorabilia items and information on ENTERPRISE. All letters were promptly answered.

TELEVISION AND RADIO: Operated by the public affairs staff, the ship's KENT television garnered a First Place CHINFO MERIT AWARD for spot productions in Navy-wide competition. KENT maintains three channels in operation 18 hours a day, seven days a week while underway. KENT has provided live coverage of many major events, produced numerous video news spots for "Navy News This Week," as well as special function productions, training tapes, briefs and nightly news casts.

KRUZ radio features prominent AFRTS prepared programming and live "DJ"

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shows with request lines for the crews enjoyment and morale. When commercial news wire copy is available, up-to-date news is broadcast every hour.

MAJOR SOCIAL EVENTS HELD ONBOARD DURING 1987:	GUESTS
23 May....The Association of Naval Aviators luncheon and tour	400
16 June...Professional Golfers Association exhibition, dinner and tour.	65
29 July-2 August....Seattle Seafair flagship reception.	500
29 July-2 August....Seattle Seafair public tours.	68,000
8 August....Oakland Navy League luncheon and tour.	200
18-19 August....ENTERPRISE Tiger Cruise, Alameda to San Diego	450
21 August....Commander Naval Air Force, Pacific Change of Command	1000

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PERSONNEL DIVISION: Good personnel management continues to be the backbone of a successful ship, ensuring that manning remains at a consistently high state of readiness and that proper administration of all personnel-related matters occurs. We processed 1,324 people for transfer or separation and received 1,257 new people - a turnover rate of about 42% of the enlisted crew this year. Improvements directed toward better serving our crew is our number one objective.

Examples:

One Stop Shopping PSD Concept: Extended hours of operations, supporting the needs of the crew, to 24 hours a day, seven days a week. "Always at the ready" is from one area with our Central Personnel Managing Team - Personnel Support Activity ENTERPRISE.

Modular Office Design: Replaced large multi-colored furniture with modular table designs. From desk sitting for 19 PN's to modular sitting for 34 PN's. A streamlined appearance which provides for smoother work flow.

SNAP I ADMIN Implementation: September brought the SNAP I ADMIN system to reality for ENTERPRISE. With over 100 terminals throughout this city afloat, all divisions and departments now have ready access to numerous personnel and administrative-related material. Operated in consonance with the present Zenith computer system, SNAP should overcome Zenith and become the real strength behind personnel administration in the next several years.

Ens Clifton T. Johnson relieved LTJG Ronnie L. Knighton as Personnel Officer in September. PNCM William E. Bryant continues as Assistant Personnel Officer.

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Carrier Judge Advocate:

Military Jusice: During this period, 54 cases were disposed of at Special Court-Martial; 38 of them resulted in the accused receiving a Bad Conduct Discharge in addition to forfeitures, brig time, and reductions in rate. One Article 32 Pretrial Investigation was completed during this period. Forty-six (46) cases were disposed of at Summary Court-Martial. The Discipline Officer processed 1670 report chits, of which 569 individuals appeared at nonjudicial punishment. The Captain held mast on 55 occasions during the year.

Legal Assistance: The Carrier Judge Advocate and Assistant Carrier Judge Advocate saw 633 clients during this period covering assistance in divorce, tax law, landlord tenant problems, etc. In excess of 643 notarial actions were conducted. Three hundred eighty-six (386) powers of attorney and 171 wills were prepared during the reporting period.

Claims: There was little activity in the area of claims against the government. Twenty-seven claims with a dollar value of \$10,870.00 were processed for crew members who were victims of larcenies of their personal property.

JAGMAN Investigations: Thirteen (13) JAGMAN investigations were completed during the reporting period.

Lectures: Provided 11 will/power of attorney lectures and two pre-deployment briefs to approximately 1250 personnel in preparation for WESTPAC 88.

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COMMAND RELIGIOUS PROGRAM:

I. MISSION:

A. Provide for the free exercise of religion for ship's company and squadron personnel through worship services, religious education and special events.

B. Provide pastoral care through a ministry of visitation to work spaces, sick-bay, the brig and personal counseling.

C. Manage the distribution of Red Cross messages and the shipboard Navy Relief office.

D. Promote the Command Religious Program and religious thought through Shuttle articles, KENT-TV "Meditations of the Heart", Pre-Deployment and Reunion Briefs, and other special programs such as Prayer Breakfasts.

E. Maintain the crew's library and lounge.

F. Provide ministry to the Battle-Group while deployed.

G. Provide ministry to dependents and refer to appropriate helping agencies while in homeport.

II. MINISTRIES:

A. WORSHIP

1. Roman Catholic Mass was celebrated every day while at-sea and every day except Saturday in port. The following overall statistics apply.

	NUMBER SERVICES	AVERAGE ATTENDANCE
SUNDAY	52	24
DAILY	261	7

2. Protestant Worship was offered every Sunday at sea and in port. Devotions were offered Monday through Saturday at sea and Monday through Saturday at sea and Monday through Friday in port. The following overall statistics apply.

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	NUMBER SERVICES	AVERAGE ATTENDANCE
SUNDAY	52	20
DAILY	136	4
EPISCOPAL	5	5

3. Lay-led services were available at-sea. The following Faith Groups were represented.

- a. Latter Day Saints
- b. Full Gospel Fellowship
- c. Church of Christ
- d. Fundamental Baptist

B. PASTORAL CARE

1. A Duty Chaplain was available twenty-four hours per day whether in port or at sea. The Duty Chaplain's responsibilities were to visit sick-bay, the brig and deliver Red Cross messages.

2. Visitation was extended to the brig, sick-bay, the Treasure Island brig and Oakknoll Hospital. The chaplains considered visitation to be a primary ministry aboard ENTERPRISE.

3. AMCROSS/CLASS E Messages: The Chaplains delivered 976 incoming and sent out 534 messages. The majority of outgoing were responses and requests for health and welfare on family members.

4. Counseling: All three chaplains shared equally in counseling both ship's company and airwing personnel. The Command Chaplain, CAPT J. F. Kelley, CHC, USN, administered the Myers/Briggs Type Indicator to many individuals. Counseling needs covered family, marital, pre-marital, financial, child and spouse abuse, work related, spiritual and personal issues.

C. SPECIAL PROGRAMS

1. Pre-Deployment Briefs: The chaplains conducted two highly successful briefs prior to WESTPAC 88. Issues covered were: Area of Operation (Intelligence); Ombudsmen; Credit Union; Family Services; Pay and

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Benefits; Legal; and Chaplain. The following Statistics apply.

DATE	ATTENDANCE
22 OCT 87	584
10 DEC 87	220

2. POW/MIA RECOGNITION PRAYER BREAKFAST: The Prayer Breakfast was held 19 September 1987 with an attendance of 80. The Commanding Officer, CAPT R. J. Spane, USN, was the guest speaker. It was superbly coordinated and received by the crew.

D. HISTORICAL CHRONOLOGY

3 MAR 87 - Burial at Sea for LCDR Blevins & ADC O'Dell  
3 APR 87 - Chaplain Tyler medivaced to Balboa Hospital  
14 AUG 87 - Chaplain Magness reported to ENTERPRISE  
2 SEP 87 - Chaplain Thies reported to ENTERPRISE  
15 SEP 87 - Chaplain Thomas departed ENTERPRISE  
19 SEP 87 - POW/MIA Recognition Prayer Breakfast: 80 in attendance  
5 NOV 87 - Memorial Service for ABH2 Marble during NORPAC  
17 NOV 87 - Memorial Service for CW02 Brashear during NORPAC

E. NARRATIVE SUMMARY

The ENTERPRISE during 1987 was mainly involved in workups leading to WESTPAC-88. It was unfortunate that Chaplain Tyler had to detach from the ship early, due to illness. He has since recovered fit for full duty. The highlight of all efforts were the two Pre-Deployment Briefs in October and December. The large number of attendees and their responses were confirmation that a great need was satisfied. Our hope is that such preparation will ease the stress of deployment for families.

The Religious Program Specialists are to be commended for their dedication and hard work. Their support to The Command Religious Program was directly related to its success.

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January - February 1987: Supply Department completed the most extensive Dry-Dock Selected Restricted Availability ever undertaken by the ship at Hunter's Point Naval Shipyard, finishing major repair and renovation projects. Both the forward and aft mess deck areas were completely re-tiled and galley equipment either overhauled or replaced. Nearly all Supply storerooms were repainted and new storage cabinets installed. A 36-man junior officer stateroom was converted into 4 separate staterooms to be used as accommodations for distinguished visitors and civilian technical representatives. The AVCAL quality review conference was held at the Aviation Supply Office in Philadelphia where allowances for over 9,000 repairable and 5,800 consumable assets were negotiated. Shipboard copy machine capabilities were upgraded with replacement of all medium and high volume copiers. Major material stock re-orders were placed at NSC Oakland in preparation for future CQ exercises and REFTRA. Excess material was off-loaded and returned to the Supply Center. CASREP requisitions increased dramatically as the March underway period approached and efforts turned to ensuring all major equipment and systems were fully operational.

March - May: As we began the work-up cycle and commenced full operations in preparation for another major WESTPAC deployment, attention was focused on REFTRA, 3-M inspection and ADMAT. Not only did the Supply Department continue to perform its normal jobs, but also conducted extensive training in Damage Control and 3-M maintenance practices. In March, the ship received a new dry cleaning plant consisting of two dry cleaning washer/extractors. Disbursing audited over 3,000 pay accounts and the Aviation Support Division completed a location audit of all repairable storerooms with the assistance of ISSOT personnel. Two modern automated

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systems were implemented in April. The Retail Operations Management system was installed which provided automated record keeping capability for the ship's store. Logmars implementation provided automatic processing capability for stores material. In addition, the new AVCAL was loaded into SUADPS. Items which had decreased in authorized allowances were off-loaded as excess while outstanding requisitions were cancelled. CACI representatives from COMNAVAIRPAC assisted in coordinating complex SUADPS computer runs to begin a complete reconciliation of all repairable transactions which took place in the preceding 24 months. As the month of April came to an end, REFTRA was successfully completed and we crossed the first of many hurdles in the work-up cycle. The key evaluation for the Supply Department in the month of May was the ASMAT visit by COMNAVAIRPAC. This assist visit enabled procedural discrepancies to be identified. POA and M's were drawn up in preparation for the SMI inspection later in the year. The ADP Division performed the installation of the SNAP I Phase II B+ upgrade which included the addition of 22 remote SNAP terminals. These terminals were installed for the future support of the Administration and organizational Material Management (OMMS) Real-Time systems. A complete wall-to-wall repairables inventory was completed and SUADPS records updated. Preparations for a major upkeep in Alameda were made during May. Wardroom and Food Service Division Mess Management Specialists provided a spectacular Hangar Bay Luncheon for 300 Guests of the Association of Naval Aviators.

June - September: During the month of June and early July, a major upkeep was conducted inport Alameda. A grade of 99.2% was achieved during the 3-M inspection, the highest in the Department's history. A joint ASO/CNAP RAMAT team verified all repairable asset inventories, requisitions and authorized allowances for items valued over \$5,000.00 against ASO records. All divisions made preparations and loaded out for extended at-sea periods as

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ENTERPRISE officially became the "ready carrier".

July brought a new leader, as CDR Ben Welch relieved CDR Jeff Gould as ENTERPRISE's 15th Supply Officer. The new Suppo was immediately faced with supporting Carrier Air Wing Ten's and Eleven's operations during our July underway period. The CACI Recon team completed verification of all asset transactions. ENTERPRISE ended up with the lowest overall gross inventory adjustment of any WESTPAC carrier in recent memory. The ADP division, along with a contractor, developed and installed a new application which allowed the processing of status by paper tape. This significantly reduced processing times and reduced dependence on magnetic tape or card requisition status.

The early part of August brought a port visit to Seattle, Washington where the EDF and Wardroom messes hosted a hangar bay luncheon for 400 military and civilian mayors and dignitaries from the Seattle area. This event was an overwhelming success. Later in the month, ENTERPRISE hosted the 1000 person COMNAVAIRPAC Change of Command ceremony and reception in San Diego. Supply Department hosted an extremely successful affair for 200 Oakland Navy League personnel in the hangar bay. S-6 Division installed a security cage in A-complex and assumed stock control and storage responsibilities for 1,600 LRD cog assets. The Admin and OMMS RT applications were installed on the RPS-2 network.

September was an extremely busy month with preparations for the SMI inspection and upcoming NORPAC Operations and the final close out of FY 87. S-1 Division successfully closed out all financial records in the midst of a major underway period without reducing support to our embarked airwing. The ASO carcass tracking seminar held at NAS Alameda recognized ENTERPRISE as having the finest carcass tracking program on either coast. The main ship's store was gutted for remodeling and NAVMASSO Det Pac conducted training for

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over 400 Admin and AMMS users with the assistance of the ADP Division.

October - December: As the new fiscal year commenced, our attention was directed toward the upcoming SMI, NORPAC Operations and the WESTPAC deployment. In October, the main ship's store and aft fountain areas were remodeled. In the Ship's laundry, nine laundry and three dry cleaning presses were replaced. A major on-load of ship's store material occurred prior to the NORPAC cruise. The Miltope magnetic tape drive overhaul was completed with S-7 continuing ADP processing at NARDAC, Alameda. Extreme cold weather clothing from the CNAP pool was brought aboard in preparation for frigid temperatures in NORPAC. Gortex rain gear was procured on the local market to be used by flight deck personnel. The SMI was conducted by COMNAVAIRPAC between 27 to 31 October while the ENTERPRISE was operation off the coast of Southern California. An overall grade of excellent was achieved with the Disbursing and Purchasing branches receiving individual marks of outstanding. Supply Department proved that it was ready to fully support the operational requirements of the ship.

NORPAC exercises commenced in early November and continued for about 20 days. The Food Service personnel provided hot soup and drinks around the clock throughout various locations on the ship, which helped make the cold climate a little more tolerable. The Aviation Support Division achieved MC/FMC rates of 87.2/85.4% respectively. Over 5,200 issues were made in support af aviation maintenance. During the course of NORPAC operations, over 300 NMCS/PMCS requirements were successfully satisfied. Upon our return from NORPAC, an outstanding Thanksgiving dinner was served on the mess decks for both crewmembers and their families.

Although it was the holiday season, all emphasis was directed toward the deployment load-out. Disbursing ensured the crew was informed about the advantages of allotments and Direct Diposit and over 9 million dollars was

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brought on board for use during the deployment.

The Food Service Division hosted two very successful hangar bay dinners for a Pre-deployment brief attended by 1000 people. A massive rehabilitation of the mess deck was completed. Nearly 200 pieces of new food service equipment were installed and the General Mess dining tables and chairs were upgraded which has increased the crew's morale. Flag galley and spaces were upgraded. The Sales Division completed the installation of new laundry presses, remodeled the main ship's store and unloaded remaining stores. The ADP Division installed the COMSELL laser disk-based audio training system for Lotus, DBase III, Wordstar and Enable. ENTERPRISE was the first ship in the Pacific Fleet to have this advanced microcomputer training system available for use by the entire ship. The Aviation Support Division unloaded in excess of 60 million dollars worth of surface/aviation repairable assets. Rotable Pool range and depth figures of 100% and 97.2% were obtained prior to deployment. 325 Aviation repairables were offloaded and eventually RFI'd via the CNAP Repair and Return Program. CINCPACFLT awarded the Project Boss Excellence Award to ENTERPRISE for its outstanding performance in pursuit of overpriced spare parts and the Wardroom received the Dorie P. Miller Award for Outstanding Service and Management.

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COMMAND HISTORIAN'S CONCLUDING REMARKS

1987 was a year of growth, learning, expansion, and preparation. It was characterized by having spanned the entire scale of readiness, ranging from dry-hull drydocking to the launching of F-14 fighters against Soviet bombers in the harsh North Pacific Aleutian operating environment. Every ENTERPRISE crewmember assigned witnessed an impact-filled array of challenges, whether they encompassed in-depth maintenance and material inspections, administrative reviews, operational tests and evaluations, military ceremonies, or real-world reactions to foreign intruders. As such, the ship proved itself in every conceivable respect, re-earning a justly applied reputation as the carrier workhorse of the Pacific Fleet. It was also appropriate that ENTERPRISE dedicated so much time to providing flight deck services to naval aviators of every experience level, from nugget pilots conducting their first fleet carrier qualifications to hardened veterans launching against inbound Soviet Bear and Badger aircraft. It is this diversity of experience that epitomizes the daily life of a ship like ENTERPRISE, for such variety is likewise found throughout the ship. The young learning from the older generation, and the older adjusting to the needs of the first termers. Even the seasoned, 26 year-old "Big E" was not beyond acquiring many new-generation, state-of-the-art equipment systems and components. Walking a careful, slow pace during the initial stages of her work-ups, the great ENTERPRISE would finish the year 1987 having exceeded all expectations, ready for one of the most exciting deployments of her illustrious career. The magical combination of man and machine had brought her from a drydock to deployment-ready status over twelve complex months, every muscle having been flexed, every test successfully passed. As 1988 was toasted in, ENTERPRISE was ready, just as a proud carrier should be.

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